

Make an appointment with
Bernards whenever you have
a clothing requirement

BERNARDS
Royal Navy Officers Tailors
40 COMMERCIAL ROAD
PORTSMOUTH
Telephone 6596

PORTSMOUTH

Navy News

UNIFORMS and Plain clothes
for Royal Navy Officers are
perfectly tailored by

BERNARDS
40 COMMERCIAL ROAD
PORTSMOUTH
Telephone 6596

No. 13 JUNE 1955

The Official Newspaper of the Portsmouth Command

Price Threepence



CUTTING ENEMY NET DEFENCES

LIFE AND adventure in that great unexplored kingdom under the surface of the sea has always excited the interest of inquisitive man.

The diver shown here is wearing self-contained breathing equipment and is engaged on offensive operations, cutting his way through enemy net defences with a wire cutting tool.

In the Royal Navy there are many other aspects of diving, from the self-contained shallow water diving suit, used to carry out day to day tasks in shallow water, and the frogman's outfit designed for streamlined underwater mobility, to the general purpose standard diving suit, connected to the attendant ship by air, telephone, and life lines, and so useful for salvage work at great depths, where a sustained effort is required.

Diving, in one form or another, is open to personnel of all branches of the Royal Navy, but volunteers must be psychologically suitable, and of extreme physical fitness.

Order or Renewal Form

'NAVY NEWS' OFFICE

ROYAL NAVAL BARRACKS, PORTSMOUTH

Please post a copy of each issue of 'Navy News' to:

NAME

ADDRESS

I enclose herewith money order/postal order/cheque value 4/6, being a subscription for 12 issues including postage.

Drafting Forecast

COMMISSIONING PROGRAMME

For General Service

June: 810 Sqdn., 825 Sqdn. and 892 Sqdn., for H.M.S. Albion—Home and Mediterranean Station.

June: H.M.S. Loch Fada—Home Fleet/East Indies/Persian Gulf.

September: H.M.S. Saintes—Mediterranean/Home Fleet.

October: H.M.S. Kenya—Home Fleet/America and West Indies Station.

★

For Foreign Service

July: H.M.S. Comus—Commissioning at Singapore for Far East Station.

★

For Local Foreign Service

During the summer: H.M.S. Woodbridge Haven and Minesweepers—Commissioning in U.K. for service at Malta.

TORPEDO ANTI-SUBMARINE BRANCH

*See Centre Pages for
Special Article and Pictures*

YOU MUST SEE

THE

LEE-on-SOLENT

ROYAL NAVAL

AIR DISPLAY

SATURDAY, JULY 9th, 1955

ADMISSION - ADULTS 1/- CHILDREN 6d.
GATES OPEN AT 1 p.m.

PORTSMOUTH Navy News

EDITOR
Rev. W. J. E. Trezona-Piggott, O.B.E., R.N.,
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

THE NAVY in action is the theme of an exhibition of official naval photographs organized by the Chief of Naval Information and taking place at the Admiralty (C.N.I.'s Waiting Room) until June 4.

The aim of the exhibition is to display some of the best photographs taken by naval personnel during the past 12 months for the benefit of the Admiralty staff and the Navy's many contacts in the world of publicity. A similar exhibition was held last year.

Photography for public purposes is only a small part of the duty of these photographers, but photographic records of important news events are from time to time sent to the Admiralty for distribution to the Press. Prints received by the Chief of Naval Information do not always contain the essential elements necessary for use as successful publicity photographs. Efforts are made to make the essentials of a good news photograph known to the Fleet, and a marked improvement in standard is reflected in this year's exhibition of photographs.

Much good work has been received during the year and many of the photographs on view have achieved publication in many newspapers, magazines and house journals. Some have been used for recruiting purposes and to illustrate advertisements of business houses.

The prints cover a wide field of naval activity, including operations involving most types of H.M. Ships and aircraft. Some prints are outstanding for their pictorial quality, others for their operational interest, but all have an important publicity value for the Navy, both as a means of stimulating public interest in Service activities and for recruiting purposes.

A light touch is given to the exhibition by pictures of ratings on leave in Venice comparing transport in a gondola in the Grand Canal with that of a warship on the high seas; a rating fraternizing with a N.A.T.O. comrade at arms in Toulon, and a pictorial reminder that the Navy transported a circus from Malta to Sicily.

A.F.Os. of Interest

Welfare—Nuffield Trust for the Forces of the Crown

A.F.O.1116/55. In view of certain financial transactions which have been carried out by the Nuffield Trust for the Forces of the Crown, major grants to the Services for the provision of sports gear and amenities are temporarily suspended; it is anticipated that the Trust will be in a position to resume consideration of applications for major grants by the middle of 1956. In the meanwhile requests for minor grants for amenities up to a limit of £250 will be considered.

Age Limits for Promotion to Branch Rank

A.F.O.1178/55. With the exceptions listed below the age limit for promotion to Branch Officer in all branches is now between 25 and 34 years. The exceptions are:—

- Gunner, Gunner (T.A.S.), Boat-swain (P.R.), Communications, Airman, Shipwright, Regulating (New Roster)—34.
- Engineer, Mechanician, Air Engineer—must be not more than 34 years of age on August 15 of the year in which they pass the annual February examination.
- Electrical—must be not more than 34 years of age on September 30 following the qualifying examination.
- Wardmaster, Writer, Stores, Cookery, Catering—at present there is no upper age limit.

Naval Resettlement Organization

A.F.O.1210/55. The Naval Resettlement Organization is designed to assist the resettlement of ex-regular personnel in civilian life. It provides up-to-date information on resettlement matters, particularly as regards training schemes and opportunities for employment.

In ships and establishments the initial duty of providing resettlement information will rest with the Divisional Officer.

Ratings at home can apply to their Divisional Officers for a preliminary interview with a Ministry of Labour and National Service Officer at any time after they come within two years of discharge.

New System of Official Numbers

A.F.O.1293/55. The following outlines of a new system of official numbers, which should be adopted for new entries when the series at present in use reaches saturation, is promulgated for general information.

bers, which should be adopted for new entries when the series at present in use reaches saturation, is promulgated for general information.

- The number will in all cases consist of nine items. The items will not be separated by spaces or oblique strokes of any kind.
- The first three items will be letters (capitals).
- The remaining six items will be figures.
- The figures will constitute numbers running consecutively from 000001 to 999999. In the case of numbers below 100,000 the cyphers at the commencement must always appear.
- The letter will indicate according to recognized codes three important items of information about the rating. The First will indicate his Port Division, the Second the nature of his Engagement and the Third his Branch.
- The Port Division code will be practically identical with present Port Division prefixes:
P: Portsmouth
D: Devonport
C: Chatham
L: Lee-on-Solent
E: Malta
G: Trincomalee
U: Unallocated.

The last is for use in the case of Boys, Apprentices, etc., whose port divisions are not determined until some time after their entry and is introduced to maintain the principle set out in (a) above.

- The Engagement code will be:
C: Continuous Service.
S: Special Service.
N: National Service.
T: Non - Continuous Service and any other temporary service.
H: "Hostilities Only" for use in war-time.
Continuous Service will include "to complete time for pension," "to complete 27 (or 32) years pensionable service" and Supplemental (Extended) Service.
- The Branch code will be:
A: All Artificers (including Apprentices).
B: Sick berth.
C: Cook (S), Cook (O).
D: Coder, Coder (Ed.), Coder (Sp.).
E: Electrician, Radio Electrician, Electrician (Air), Radio Electrician (Air), Electrical Mechanician and other Electrical Branch ratings (not Artificer).
J: Seaman, Signalman, Telegraphist, Sailmaker.
K: Engineering Mechanician, Mechanician.
N: Naval Airman, Aircraft Mechanician.
Q: Stores (V), Stores (S).
R: Regulating.
V: Steward.
W: Writer.
Z: Artisans.

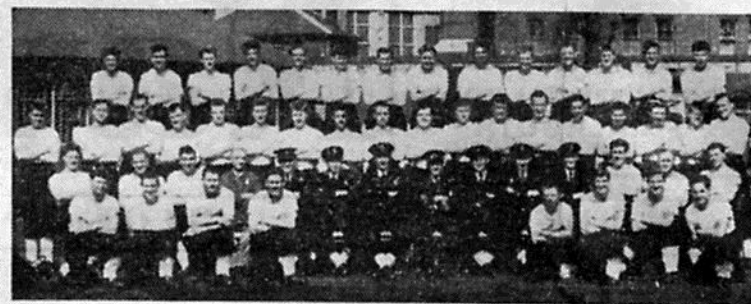
(i) The figures will remain unaltered throughout the rating's career, but the letters will be subject to alteration as required by changes in his port division, engagement or branch. After the first few years of service such changes would be most infrequent.

2. As an example of this system PSK would indicate an Engineering rating on a Special Service engagement in Portsmouth Port Division. If he transferred to Chatham it would alter to CSK, if he then signed a Continuous Service engagement, CCK and, assuming he later passed a trade test and became an E.R.A., the letters would alter to CCA.

Repayment Issue of Cloth Suits to Junior Ratings

A.F.O.1298/55. It has now been approved that double-breasted cloth suits made to measure under Admiralty contracts may be taken up on repayment by Artificer Apprentices and all other junior ratings not dressed as seamen, who wish to provide themselves with a cloth suit as an optional item of kit.

Royal Tournament, 1955



Back row (left to right): Lyon, Patridge, Morgan, R., Morralee, Smith, L., Graham Faulkner, Marshall, Eames, McCombie, Clinton, Lonic James, Lucas.
Centre row (left to right): Buckley, Farmer, Johnson, Sharpe, Shackleton, Wits, Watson, Winterburn, Gibbon, Treagust, Godwin Thompson, Beard, Booth, Catesby, Sotheman, Fussie Genet.
Sitting (left to right): Blyth, Holloway, Barrell (S.B.A.), Mr. Tong (Rigger), P.O. Stallard (Rigger), P.O. Hart (P.T.I.), C.P.O. Harris (First Trainer), Lieut. Grottrian, P.O. Maries (Second Trainer), O.A. Lewis, Shipwright Haughey, Webb, Holmes, Dowse.
Kneeling (left to right): Pitman, Wallis, Saddington, Morgan, J., Wright, Allen, Smith, D., Dedman.

The Portsmouth Command Field Guns Crew shown in the photograph have very high hopes of success this year in the Royal Tournament. The performance of this crew under training is the best ever produced in this Command. The previous record time for Portsmouth Command under training was 3 minutes 38 seconds; recently however this year's crew have

brought the time down to 3 minutes and 30 seconds, only two seconds longer than the best time ever done by a Portsmouth crew at Earls Court. A week before proceeding to Earls Court the crew had the best weekly average (3 minutes 37 seconds) of all four crews. No wonder then that our hopes of success are so high when the competition starts on Monday, June 5.

Married Quarters

DURING THE last month there have been rather more priority applications for married quarters than during April, the first month of the centralized roster. Nevertheless, one cannot help feeling that there must be many more who have recently returned from fifteen months or more foreign service away from their families who would like a quarter now that they are in Portsmouth. More applicants could be expected from the Newfoundland old commission who so far have been rather shy in coming forward. As things are at present, a priority applicant will come to the top of the roster and be cleared with the Drafting Office in less than a month.

More officers and men have been allocated a married quarter or authorized to find one during May than in April. Most of the men have come from the priority roster but it has also been possible to clear some of the names from the top of the general roster.

The permanent houses are not coming along quite so quickly as had been hoped. The bad weather caused a delay of about three months and it is not surprising that a number of minor difficulties have occurred with the first

houses. There is little doubt, however, that the first ones will be ready in June. Then, with the experience gained in building them and the better summer weather (we hope), a regular flow of houses should start. It will not be fast to begin with, but will progressively increase as more estates come along.

During the month work has started on the officers' estate on the southern slopes of Portsdown Hill above Cosham, a contract has been arranged for fifty ratings' houses at Eastney where work will start very shortly and there should be news of a further contract for one hundred and forty-four ratings' houses at Gosport in the near future. On the other hand, there has unfortunately been a snag over the ratings' flats at Stamshaw, which will mean a delay in starting to build.

ACHILLE SERRE

for EXTRA care

Uniforms
Civvies
Sportswear

CLEANED
in
2 DAYS

(Normal Service)

For urgent occasions

SAME DAY

service available at small
extra charge

ACHILLE SERRE

Quality Cleaning and Dyeing plus RETEX

232 COMMERCIAL ROAD
PORTSMOUTH

Telephone: Portsmouth 73426

107 ELM GROVE, SOUTHSEA

Telephone: Portsmouth 73477

CHRISTMAS CARDS 1955

Due to the popularity of our cards in 1954, we were obliged to cease accepting further commitments in the early autumn. In order that we may give the service we wish, we ask our many customers in the Royal Navy to forward particulars of their Christmas Card requirements as soon as possible.

THANK YOU

GALE & POLDEN LTD

PRINTERS · STATIONERS · BOOKSELLERS AND PUBLISHERS

NELSON HOUSE, 13 EDINBURGH ROAD
PORTSMOUTH Telephone: Portsmouth 73271

also at the Bookstall, Royal Naval Barracks, Chatham

SOUTHSEA'S Two MOST — POPULAR BALLROOMS —

SAVOY . . . SOUTH PARADE
KIMBELLS . . . OSBORNE RD.
SOUTHSEA

AVAILABLE FOR ALL

Ships' Company Dances

OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR!
(whether a Submarine—Destroyer—Battleship or Aircraft Carrier)

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port of Call" for Dancing

The Savoy Ballroom. Radio Band Every Friday

NAVY NEWS—July

United States Fleet Number
Special Articles and
Photographs

Order Your Copy NOW

At your service . . .

CURTISS
& SONS, LTD

REMOVALS and WAREHOUSING

PACKING FOR SHIPMENT

13 Clarendon Road, Southsea

Telephone
2084

Have YOU a personal problem? .. ASK JOHN ENGLISH

Leave Journey to N.W. Europe
MY SON, now serving on H.M.S. Comus in Far East waters, is expecting to return to U.K. in July, and wishes to join my wife and I on leave at my duty station in Germany.

Army Council Instruction 71/1954 authorizes one leave journey per year at public expense for single Service personnel wishing to join their parents in N.W. Europe.

Can you tell me, please, if there is an A.F.O. which authorizes this also? I shall be grateful for an early reply—for which I enclose s.a.e.—in order that I may clue-up my son on this point.

Answer: In reply to your letter of April 13, I am glad to be able to confirm that there is a similar authorization for Naval personnel to join serving parents in N.W. Europe for leave with a free warrant once a year; the authority is contained in Naval Pay Regulations, Article 1502, Paragraph 2, which is however worded as follows:

"One return journey per year may be allowed at public expense to any part of N.W. Europe to unmarried personnel serving in the United Kingdom whose parents are resident in N.W. Europe in an official capacity and who occupy married quarters." That part of the journey within the U.K. will count as one of the normal free leave journeys allowed in the U.K.

Should you not occupy married quarters, it would appear that your son could visit you under the terms of Naval Pay Regulations, Article 1511, Paragraph (3) which reads:

"If any member of the family of an officer or man in receipt of marriage allowance visits him at public expense during the year, that visit is to be regarded as disqualifying him from one journey at public expense to the British Isles in that year."

Your son will have, in any event, to obtain permission, through his Commanding Officer, to go abroad for his leave, in accordance with Q.R. & A.L., Article 0915.

Re-entry to Complete Time for Pension

I believe that re-engagement can now be effected if 22 years can be served before the age of 50, and with reference to this the following details may prove of assistance in answering my enquiry:

- (1) Joined R.N. May 9, 1933. Advanced to P.O. Writer Nov. 1, 1939. Advanced to C.P.O. Writer (Ty.) May 7, 1942.
- (2) Demobilized as C.P.O. Writer (Ty.) (3) Jan. 24, 1946. Granted G.C. Badges May 9, 1936 and May 9, 1941.
- (3) Enrolled in R.F.R. as C.P.O. Writer Dec. 20, 1949. Granted 3rd G.C. Badge Dec. 20, 1949 (R.F.R.). Granted R.F.R., L.S. and G.C. Medal.

Would you kindly inform me whether:

- (a) I am eligible for re-entry, subject, of course, to medical fitness.
- (b) Relevant rates of pay and/or gratuities to which I should be entitled, and the probable rate of pension.

The favour of an early reply would be greatly appreciated.

Answer: Thank you for your letter of May 9, regarding re-entry to the Royal Navy.

I can confirm that you would be eligible for re-entry subject to medical fitness; you would be re-entered as a Petty Officer Writer (your seniority would put you high on the roster for advancement), with a daily rate of pay of approximately 23/- and Marriage Allowance of 49/- weekly.

With regard to pension, the weekly rates are as follows:

1st to 20th year ...	1/2d.
20th to 25th year ...	1/6d.
26th to 30th year ...	2/6d.
31st year onwards...	4/-d.

For each year in the leading rate 6d. a week.

For each year for Petty Officer rates 1/6 a week.

For each year as Chief Petty Officer 1/6 a week.

The Terminal Grant for a Chief Petty Officer on discharge to pension is £250 plus £16 per year for each year of service over 22.

*(the quoting is my own.)

With regard to counting former service, this may be counted if you were released in Class A; also the period of membership of the R.F.R., whilst liable for periodical training, will not be considered as an interval in service so far as counting former service is concerned.

Family Passage—Disturbance Allowance & Refund of Expenses

I'm writing in the hope you will be able to help me in the matter of claims for a rating taking his wife and family abroad.

I've read certain A.F.O.s., but there's so much of it and put down in such a way, I'm afraid I couldn't make head or tail of the official wording! Also, nobody seems to know anything definite about it.

First of all, I shall be leaving for Malta next month, and as I'm hoping to take my wife and baby out (age three months) that means a two and a half year stay. I shall be joining a submarine out there. As I don't come under the General Service commissions, I think I'm correct in saying that she and the baby will get free air passage. Expenses of rail and taxis from Bolton, Lancs, to London Airport I understand we pay for, and then when she arrives in Malta, I put in a claim, and this money is refunded.

As we have a child, there will of course be extra luggage, which will have to go by sea as she is only allowed so much by air. The main items are a pram and small cot, the rest will go in a small crate, like clothes, etc., as we have no furniture of our own to take. Now do we pay for this also and get the full money refunded on putting in a claim at Malta, or do we have to pay for it out of our own expense and no refund?

I'm sure you'll be able to give me the right answers to these questions and in a more simpler way than the A.F.O.s.

I enclose a stamped addressed envelope in anticipation.

Answer: In reply to your letter regarding family passage to Malta, the regulations are not really so formidable as you will see if you read the appropriate sections of A.F.O.2634/54.

Draft to a submarine will qualify you for free passage for your wife and family to Malta, but you must apply for this through your Commanding Officer after you get out there and have secured the necessary accommodation.

Passage will then be arranged by the Admiralty who will inform your wife fully as to what she is to do; how much baggage she can take by air (if she does not go by troopship) and what to do with the rest of it, etc., etc.

You will find that everything is well organized, and provided your wife reads carefully the voluminous instructions she will receive, she should have no queries.

Once you have arrived in Malta, and sent in your passage application form, the wheels will be set in motion and I don't think you should have anything to worry about.

To "Stoker's Wife"

We regret we cannot answer your question, as you did not enclose your name and address.

DUTCH GIFT TO ROYAL NAVY

FOR TEN years the officers and men of the Royal Netherlands Navy have given thousands of tulips to Establishments in the Royal Navy as a token of the friendship which the Navies enjoyed during the years of war.

Our Dutch friends have felt that this annual token should now take the form of a permanent gift. On May 11 Vice-Admiral A. de Booy, Commander-in-Chief Royal Netherlands Navy, presented to Admiral of the Fleet Sir George Creasy, Commander-in-Chief Portsmouth, a painting by Ludolf Backhuysen (1631-1708).

Admiral de Booy also presented cheques for £1,000 for the Royal Naval Benevolent Trust, and £150 for King George's Fund for Sailors. These sums were a contribution from the officers and men of the Royal Netherlands Navy.

Earlier in the day, Admiral de Booy took the salute at a parade in the Royal Naval Barracks, and watched a demonstration by the Portsmouth Command Field Gun Crew.

S. H.

BOOK REVIEWS

SERVICE MOST SILENT, John Frayn Turner. (Harrap & Co.; 12/6.)

The intending reader of this book must be prepared to take two hurdles. Firstly, the main dramatic event of the book—the rendering harmless of an unknown type of German mine—has been treated by one of our leading contemporary writers, of whose book a film was made. To that extent the impact of Mr. Turner's work is lessened, despite the fact that his is no work of fiction. Secondly, there is a good deal of insufficiently considered writing. There are the slovenly metaphors—"the blood of Britain's life-line flowed free"—and the overdone sentiment—"Oh, God, what was the point of it all"—and several examples of the bathos that an inexperienced writer so often and so unfortunately produces when he wishes to be at his most telling.

These imperfections aside, however, the author has sincerely attempted something worth while. His book is an account of the Navy's, or rather more particularly of H.M.S. Vernon's, work in combating the mines laid by the Germans in the 1939-45 war. His comparison of the few officers and ratings who tackled enemy mines with the renowned few of the Battle of Britain is apt. To these men, as to the fighter pilots, the country did and does owe a great debt.

There is, too, a most pertinent moral implicit in this book. The nation is reminded yet again—and, to a listener to many of our public men, it would appear that the nation cannot be reminded often enough—that for us survival, if one can postulate the possibility of survival in a future war, is still ultimately dependent upon the safe and timely arrival of the merchant ships. These men of the Vernon did, and no doubt are ready to do again, a job which is a naval job not only because it is concerned with the safety of the realm upon the seas, but because the Navy is vitally and continuously aware that, while our people might be decimated by bombing, they must be annihilated by starvation.

ATLANTIS, Mohr and Sellwood. (Werner Laurie; 15/-)

Mr. Sellwood, the British reporter who forms one half of the team, has done a fine professional job in narrating the story of Commander Mohr, formerly an officer in the German surface raider Atlantis. One is bound to forgive his lofty contempt for commas, and his fondness of capital letters in the Addisonian manner, such is the verve and vigour of the whole.

The subject cannot have been easy. One sinking of a ship is very much like another in wartime, and the career of Atlantis was a series of twenty-two sinkings. But there is no monotony here, and many humorous side-lights. Those who swung round a buoy in Scapa will be entertained at the thought of the German who must confess that his share of the war was to "freeze his feet in Kiel." The German paper war was as enthusiastic, apparently, as our own, and German dockyards, like British, follow Einstein in the concept that time is relative.

More seriously, the narrators concern themselves with describing those problems of discipline and morale which must affect all who go to sea, particularly for periods so lengthy as the cruise of the Atlantis. Capt. Rogge will be something of a revelation to those who expect unmitigated severity from Prussians.

Most interesting of all, however, is the account of relations between the officers and men of Atlantis and the officers and men they took from their victims. One is ready in these days, when what might be called "good-Germanism" is being so sedulously fostered, to look with some suspicion upon a book which goes out of its way to claim that British prisoners received reasonable treatment. Yet a study of the record of Atlantis and the reading of this book disarm the sceptic, so that one is left with the feeling that, while Atlantis was a dangerous menace to our shipping, in the field of human values she was something to set against the Belsen and the Buchenwalds. **R.I.C.**

Have you renewed
YOUR
Annual Subscription,

WHAT'S ON — June, 1955

- 1-18.—Royal Tournament, Earls Court, London.
- 5.—Cricket, Hants. v. Gloucestershire.
- 6.—Dolphin Players in "The Ghost Train." J.R. Evening.
- 6-8.—Command Ratings Tennis Tournament. R.M.B. Eastney.
- 7.—Dolphin Players in "The Ghost Train." S.R. Evening.
- 8.—Dolphin Players in "The Ghost Train." J.R. Evening.
- 9.—H.M.S. Dryad Sports Day. H.M.S. Dryad Ship's Company Dance at Kimbells Ballroom, Southsea.
- 10.—Dolphin Players in "The Ghost Train." W.R. Evening.
- 13-14.—Cricket, Royal Navy v. Civil Service, Chiswick.
- 13-16.—Command Tennis Tournament & Wrens Tournament. R.M.B. Eastney.
- 14.—R.N. Barracks Sports Day.
- 15.—R.N. Barracks Sports Day.
- 17.—H.M.S. Hedingham Castle Paying-Off Dance, at the Rock Garden Pavilion, Southsea.
- 17-18.—Command Tennis Tournament & Wrens Tournament (Semi-finals and finals), Nuffield Club.
- 17-18.—Cricket, Royal Navy v. Devon, Exeter.
- 18.—R.N.A.C. (S) v. Metropolitan Police. Pitt Street.
- 21-22.—Command Athletics Championships. Pitt Street.
- 22.—Commencement of Southsea's Resident Summer Show at South Parade Pier until Sept. 24. "Ring Out The Bells."
- 24-25.—Cricket, Royal Navy v. Warwickshire XI, Edgbaston.
- 25.—Royal Naval Sailing Association Regatta.
- 26.—Royal Albert Yacht Club Regatta.
- 28.—R.N. Barracks Swimming Gala.

SERVICE FOR UNIFIT THE SERVICE

40 MILITARY RD., CHATHAM (Telephone 4016) KENT
THE HIGH REPUTATION OF UNIFIT TAILORING LIES IN THE CUT
AND SUPERB FINISH OF EVERY SUIT MADE



Blazers

from £4-7-6

Sports Trousers

from 29/11

Two-piece Suits

from £7-19-6

Ready-made Doe-skin and Diagonal Uniform Suits

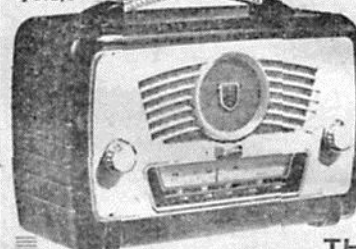
from £7-19-6



WHY NOT JOIN UNIFIT'S ALLOTMENT SYSTEM AND BE SURE OF HAVING A TAILOR WHO CAN SUPPLY YOU WITH THE SMARTEST AND MOST UP-TO-DATE CLOTHING AT REASONABLE PRICES
PLEASE WRITE FOR A FORM AND CATALOGUE

169 QUEEN ST., PORTSMOUTH | 25 ALBERT RD., DEVONPORT
61a ST. THOMAS ST., WEYMOUTH | Also INVERGORDON and MALTA
MEMBERS OF THE INTERPORT NAVAL TRADERS' ASSOCIATION

Q182/1



2 SETS FOR
THE PRICE
OF ONE!

THE ULTRA TWIN

Play it on the mains—pull out the mains plug and it goes on playing (from its self-contained batteries!)

17 GNS

Batteries 19/3 extra
or set and batteries 59/9
supplied for 59/9 deposit
and 12 monthly payments of 30/-

★ Make the most of your
monthly allotment!
Consult your local branch of:

Currys
LTD

48 LONDON RD. (NORTH END)
217 COMMERCIAL ROAD
and 118/120 KINGSTON RD. PORTSMOUTH
Members of the Interport Naval Traders' Association.

TO THOSE REQUIRING CIVIL EMPLOYMENT

If you are shortly leaving the Royal Navy, Sir W. G. Armstrong Whitworth Aircraft Ltd. are engaged in design and development work on Guided Missiles, and have vacancies offering interesting careers in all branches of this work.

Those interested should apply to the Chief Engineer, Armaments Division, giving all particulars of their technical and practical training with details of any industrial experience.

**Sir W. G. Armstrong Whitworth Aircraft
Limited, Baginton, Near Coventry**



HOW TO ENJOY AN EXTRA PENSION WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State Pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

APPLY FOR OUR SPECIAL SCHEMES FOR SUPPLEMENTARY PENSIONS

Advantages include:
Pension at 65. Premiums cease at 40, 45 or 55. Options include a lump sum on leaving service. Family protection, etc.

Write, stating date of birth, for favourable premiums payable by Naval Allotment to—



PROVIDENT HOUSE
246, BISHOPSGATE, LONDON, E.C.2
Telephone: BISHOPSGATE 5786

Friendly Wives

H.M.S. VERNON

THE H.M.S. VERNON Branch of the Royal Naval Friendly Union of Sailors' Wives met at 2.15 p.m. in the Wardroom Annexe of H.M.S. Vernon on Wednesday, April 27, with Mrs. J. Grant presiding. Some members from the North End, Gosport and Fareham Branches were present.

The Rev. W. H. Browne opened the meeting with prayers and the singing of the last verse of "Eternal Father," accompanied on the piano by Mrs. J. Riley.

A prize presented by the Deputy Vice-Chairman, Mrs. H. Wilkin, was won by a guest from North End, Mrs. Dimmick.

Mr. Branch, the Hairdressing Manager from the Co-operative Stores in Fratton Road, gave a most interesting talk on the care of hair, and discussed different ways of dressing it, while his lady assistant, Miss Law, demonstrated the different styles on four lovely models, who had arrived with their heads in curlers, and who afterwards walked round the room so that the interested audience could have a really close-up view of the new and beautiful coiffures. A vote of thanks was given by Mrs. L. Brooks.

Next Meeting

At the next meeting on Wednesday, June 29, there is to be an election for the new Committee, and it is hoped that all members will try to attend so that there can be a full representation of the Vernon Branch in choosing their new Committee for the coming year.

Sewing meetings will be held on June 1 and 15 at 2.15 p.m. in the Wardroom Annexe.

There are still empty seats in the coach trip to the Innoxia Factory at Islington on Wednesday, June 22, leaving the Vernon Gate at 9.30 a.m. Lunch can be obtained on the way or members may bring a picnic meal. After being conducted round the factory, questions will be invited during the partaking of tea: next a Barrier Demonstration will be given, when further questions are invited. Members from any of the Branches are welcome and may bring guests. Seats can be reserved by writing to the Hon.

Treasurer, Mrs. F. Coxwell, "Kinfauns," Fort Road, Alverstoke (Phone: 89521), enclosing 8/- for the coach and a stamped, addressed envelope for reply. Places will be reserved in order of receiving money for the coach seats.

Seats for the trip to Max Factor on June 8 are now all booked up.

Three members, Mrs. C. E. Emerson, Mrs. W. M. Smith and Mrs. I. Hutson, are to be congratulated on the birth of daughters in May.

Members who attended the Southsea Branch's Variety Entertainment on May 9 thoroughly enjoyed the whole afternoon and were most impressed with the versatility and giftedness of the performers.

GOSPORT

WE HAD a very good attendance at our May meeting. We listened to a most interesting talk by Mr. Binning on "The Training and Work of Guide Dogs for the Blind"—he brought his own guide dog "Sally" with him to demonstrate, and after his talk we asked numberless questions—as the result of a raffle and a collection we were able to hand £4 to Mr. Binning as a donation for this work.

Our Garden Party, by the kind invitation of Rear-Admiral and Mrs. Fawkes, is being held on July 7 at 2.30 at The Haven, Green Lane, Bury Road, Alverstoke.

Our Summer Outing is being held on Wednesday June 29. We are going for a day tour to Devon to see over Buckfastleigh Abbey; there are still a few vacancies in the bus, price £1. Names to Mrs. Thomas, 32 Anglesey Road, Alverstoke—Telephone Gosport 8796.

Our next meeting is on June 2 at the Sloane Stanley Hall, Crossways, Gosport, at 2.30. We are looking forward to welcoming back our president, Mrs. Fawkes. New members are always welcome.

J. Thomas.

TO DOLPHIN WIVES

Get your husband to book your seat, and his, for
The Ghost Train
See under H.M.S. Dolphin in the Command News for details

NORTH END

THE MONTHLY meeting at Fisher Hall, Whale Island, was held on Tuesday, May 3, Mrs. Rutherford presiding. We were delighted to have Lady Reyne and her choir with us for the afternoon, and their programme of songs, both serious and gay, enchanted everybody. Mrs. Marchmont ran the raffles and the Trade Stall was in the charge of Mrs. Allen and Mrs. Stark. On May 17 an evening social and dance was held in Fisher Hall, which was attended by Captain and Mrs. Rutherford, Captain and Mrs. Grant and the Rev. and Mrs. Tregenna Piggott, also a number of members belonging to the Southsea and H.M.S. Vernon branches and the Gosport and Fareham Branch.

C.P.O. Barnes kindly acted as M.C. and devised a very enjoyable programme of dances and games. There were numerous prizes to be won for ingenious competitions, from skill in bursting balloons to quickness in removing your partner's left shoe-lace—nobody quite knew what they might be asked to do next—everyone entered into the spirit of fun and the evening went with a tremendous swing. Mrs. William's three-piece band provided the music. Our next meeting will be on Tuesday, June 7, at Fisher Hall, at 2.15 p.m., when we are having a Bring and Buy Sale.

Any Naval wives who would like to join our Branch will be very welcome that day—or further particulars can be obtained from the Hon. Secretary, Mrs. Hussey. Phone 33312.

Continued on page 5, column 5

For Holiday Accommodation

See
Classified Advertisements

Page 11

Motoring Notes . . .

AT THE risk of crossing the bows of the Welfare Committee of the R.N. Barracks, the reasons given on pages 10 and 11 of the May issue of the NAVY NEWS for changing over from the Crossley diesel coaches to petrol-engined Duple Bedfords afford much too tempting a dish for one to ignore. It is a subject on which one could easily fill a full page if the Editor could spare the space.

Without being in full possession of all the factors involved, repair bills, age of vehicles and so on, one can only comment on the facts as set out in the May issue. These are (a) that maintenance and repair bills on the two vehicles cost over £500 last year; (b) that many small operators are reverting from diesel to petrol because of the maintenance costs; (c) that P.S.V. drivers cannot maintain diesel engines in the same way as petrol engines.

Diesel Maintenance

In fairness to the diesel engine and to correct any misapprehension arising from the facts mentioned, a few words on the subject are perhaps justified.

Firstly, it does seem that the Committee have had an unfortunate experience. Nevertheless, the fact remains that maintenance of the diesel is actually less than the petrol engine. It is well known that the fuel injection system of the diesel, which so far as the layman is concerned is also the ignition system owing to the diesel principle, is far more reliable than the ignition system of the petrol engine. It does, however, require conscientious attention to cleanliness of the fuel filters. Apart from this there is little to go wrong and he must be a pretty poor P.S.V. driver who cannot attend to his filters. There is no hoodoo attached to the maintenance of the diesel, although admittedly some garages do fight shy of them.

Secondly, the usual trouble experienced in diesels, often arising from slipshod maintenance is faulty injection. An excellent replacement service for fuel injectors is available in Southsea, and their replacement is hardly more difficult than changing a sparking plug. One wonders, therefore, what

sort of trouble can have resulted in the large maintenance bills mentioned.

The advantages of diesels have been found by many taxi-cab proprietors in London, where several hundreds of taxis have changed over to diesel engines. The saving in fuel, plus the long service life of the engine have been proved over and over again.

As for the small operator, we have as customers of the writer's firm, several farmers with diesel-engined vans. We never see them from one month to another and then only for minor work, greasing and so on. Few of these ever get their filters cleaned but appear to be quite trouble free.

Forces Motoring Club

Although details of the Forces Motoring Club have been published in A.F.O.'s, many Naval motorists do not seem to have heard of it and a brief outline of its activities may be useful.

It is a non-profit organization associated with the R.A.C. and has as its object the promotion of Motoring and Motor Sport among past and present members of H.M. Forces. Apart from this, membership has many advantages including special terms for insurance of all kinds, legal aid and advice and reduced subscription to the R.A.C. Certain spares and materials can also be obtained at greatly reduced prices.

Membership is ten shillings per year and details can be obtained from The Forces Motoring Club Ltd., 2 Charterhouse Mews, London, E.C.1. In addition, members and prospective members are advised to contact Senior Cd. Supt. F. E. White, A.M.I.N.A., Captain of the Dockyards Office, Kings Stairs, H.M. Dockyard, Portsmouth, who is endeavouring to form a Group of the Club.

Dates for Your Diary

June 5 Belgian Grand Prix. Spa.
11-12 Le Mans 24-hour race.
19 Dutch Grand Prix. Zandvoort.
19 Southsea Motor Club. Cannon Cup Trial.
26 Rouen Grand Prix.

A. E. Marsh.

DISTINCTION



Given the opportunity there is much we can do to a man's appearance. Those who have consulted us now walk with pride, creating an impression as they go and facing every moment with renewed confidence.

We shall be delighted to show you our wide range of fine cloths and styles.

A. FLEMING & CO.

(OUTFITTERS) LTD.

P.O. Box No. 3 HAY ST. & PORTLAND ST.

PORTSMOUTH

BRANCHES AT

PORTSMOUTH CHATHAM DEVONPORT DUNFERMLINE

GIBRALTAR MALTA

H.M.S. GAMECOCK H.M.S. MERCURY H.M.S. BLACKCAP

The higher one climbs
in the Service
the more one appreciates

PLYMOUTH GIN

Perfect "Pink" or Plain (with water);
or with tonic, vermouth, cordials, etc.
BOTTLE 33/9 HALF BOTTLE 17/7
QTR. BOTTLE 9/2 MINIATURE 3/7
U.K. ONLY.

W.R.N.S. NOTES . . .

Parade, R.N.B.

FOUR W.R.N.S. Officers and ninety W.R.N.S. ratings paraded in R.N. Barracks, Portsmouth, May 11, 1955, on the occasion of the visit of the Dutch Commander-in-Chief, Admiral de Buoy.

The W.R.N.S. were complimented by him on their smart appearance.

Chapel of St. Andrew, R.N.B.

The fourth Annual Service for W.R.N.S. was held Sunday, May 22, 1955, at 1000.

The Service was conducted by First Officer E. M. Foster Hall. The first lesson was read by Wren M. Rock and the second lesson by Chief Officer S. H. Broster, Senior W.R.N.S. Officer Portsmouth Command; and the address was given by Miss Winifred Field, ex-W.R.N.S.

The Prayer of Dedication and the Blessing were said by the Rev. W. J. E. Tregenna-Piggott, O.B.E., Royal Navy.

Foudroyant Fair

The W.R.N.S. in Portsmouth Command have responded very generously to an appeal for hand-made soft toys and sweets for sale at the Foudroyant Fair to be held on June 1. A number of the Wrens in H.M.S. Collingwood undertook to give toys and many of them were made by them during their seasonal leave.

Several gifts of sweets, some of them home-made, have also been donated. Grateful thanks is extended to all who have helped in this most generous and practical way.

W.R.N.S. Activities—R.M.B.

Six W.R.N.S. ratings serving in the Royal Marines Barracks, Eastney, assisted with the arrangements for the Trooping the Colour Ceremony held in this Establishment on April 23, 1955, by taking charge of and looking after the children's stand.

An invitation was extended to W.R.N.S. officers and ratings within Portsmouth Command to attend the Dress Rehearsal on Thursday, April 21, 1955.

The W.R.N.S. Unit attended the Special "Corps Day of Remembrance Service" held in St. Andrew's Church, R.M.B., Sunday, April 24, 1955, at

which the Chaplain of the Fleet preached. After the Service, a parade was held and the salute taken by Major-Gen. J. L. Moulton, D.S.O., O.B.E., Royal Marines.

W.R.N.S. Officers

We were sorry to say farewell to Second Officer A. Stevens who left last month for duty in Malta, G.C. She has been serving in H.M.S. Dolphin for the past two years in the office of the Flag Officer Submarines. Third Officer D. P. Swallow, H.M.S. Collingwood, Third Officer J. M. Gronow Davis and Third Officer P. A. Ward both from H.M.S. Victory, joined H.M.S. Mercury May 15, for the Signals course.

Third Officer H. A. Ritchie, H.M.S. Mercury, moved to a new appointment in H.M.S. Heron and was relieved by Third Officer B. A. Ross. Third Officer P. Fauset-Farquhar relieved Third Officer Swallow in H.M.S. Collingwood and has taken up the duties of a Quarters Officer.

H.M.S. Victory welcome Third Officer E. A. Munn, who has been appointed in place of Third Officer Cronow Davis.

Command Rifle Meeting

Eleven members of the W.R.N.S. in Portsmouth Command took part in the Command Rifle Meeting at Tipner. In spite of very poor weather they all enjoyed the experience and some were successful in gaining medals.

The Dryad team which won the Queen Charlotte Cup included Wren S. H. Hodge, H.M.S. Victory, and the Vernon team which won the Davis Cup had as members: L./Wren J. A. Simmons and Wren B. C. Lane.

Individual winners were as follows: *Deliberate at 200 yards*.—1st, First Officer E. M. Foster Hall, H.M.S. Victory; 2nd, Wren B. C. Lane, H.M.S. Vernon.

Rapid at 200 yards.—1st, First Officer E. M. Foster Hall, H.M.S. Victory; 2nd, Wren P. J. M. Alleyne, H.M.S. Vernon.

Snap at 200 yards.—1st, Wren E. S. Davies, H.M.S. Vernon; 2nd, Wren J. Clegg, H.M.S. Victory.

Fencing

THE R.N. Women's Inter-Command Fencing Championships, the last of

the winter sports fixtures, were held in the Royal Naval Barracks, Portsmouth, April 27, 1955.

Results.—Plymouth Command, 13 points; Air Command, 8 points; Nore Command, 2 points; Portsmouth Command did not compete.

The Women's Inter-Service Championships were held during May in the Royal Marines Barracks, Eastney.

Results.—W.R.A.F. 13 points; W.R.N.S., W.R.A.C., 7 points each.

Swimming

Four W.R.N.S. ratings, three from H.M.S. Victory and one from H.M.S. Mercury, attended a two-weeks swimming course in the R.N. School of Physical Training last month.

A representative W.R.N.S. Command Swimming team has been included in the R.N. Portsmouth Command Swimming Club and is taking part in the fixtures. The following have taken part:

Wren S. M. Lynn, H.M.S. Victory; Wren T. P. Watson, H.M.S. Victory; Wren E. P. B. Duncan, H.M.S. Victory; Wren S. E. Sinclair, H.M.S. Victory; Wren P. H. Smith, H.M.S. Mercury; Wren S. M. Lewis, H.M.S. Mercury; Wren V. Drane, H.M.S. Vernon; Miss Workman, V.A.D., H.M.S. Collingwood.

American Netball Tournament

An American Netball Tournament for the Chief Constable's Bowl was held Saturday, May 7, 1955. This Tournament was organised by the Portsmouth Netball Association and many local clubs and teams took part.

The W.R.N.S. Unit, Royal Marines Barracks, Eastney, entered a team and are to be congratulated on reaching the semi-finals when they lost after a hard-fought match.

FORTHCOMING SPORTING EVENTS

Tennis

The annual W.R.N.S. Inter-Unit Knock-out Tennis Tournament has commenced and ten teams within the Command are taking part.

The Portsmouth Command Tennis Tournament will be held during the month of June, and in early August the R.N. Tennis Championships begin at Wimbledon.

Cricket

Four Units have entered teams for the Portsmouth Command W.R.N.S.

Women's Section . . .

PETTICOATS ARE . . . PEEK-A-BOO!

THIS SEASON'S petticoats are prettier than ever before. Beneath the umbrella-skirted "A"-line they are being worn bright, spotted, or frilly, and tremendously full.

In fact, any wardrobe without at least one of the new petticoats is a dull affair. And a full-skirted dress needs a stiff petticoat to give it shape.

The petticoat should not be longer than the dress, even by a fraction. That is too obvious. Its very fullness and frilliness will ensure that it does not pass unnoticed. It is especially glamorous for dancing.

There is a distinctly French flavour about the petticoats Diana Dors wears under a short black evening dress in her new film, "Value for Money." Deep frills of fluffy white net are piped with satin in bright colours, adding just the right touch of gaiety to a perfectly plain dress.

Pastels take a back seat with the new

petticoats. Out go the cherished baby blues and pinks and in come the bold, sun-splashed colours, with a hint of Spanish influence. "Tango," which is a sparkling, rosy-orange, is one example. And a backward glance to great-grand-mama's days has produced a bright "flannel" red, saucily frosted with white cotton lace.

Most of the petticoats are from the waist, but for evening many of them are made all-in-one, with strapless tops. When filmgoers see "Doctor-at-Sea" they will find it hard to say which is the prettier—Brigitte Bardot's evening dress or the petticoat in apricot chiffon over taffeta which goes with it.

Friendly Wives . . .

Continued from page 4, column 3

SOUTHSEA BRANCH

ON MONDAY, May 9, the Southsea Branch, R.N.F.U.S.W., held a Musical Afternoon at Foresters' Hall. The entertainment was provided by the members themselves, in the form of songs, mimes, sketches and recitations, all of which were heartily applauded and much enjoyed by everyone. We had great pleasure in entertaining the chairman and some of the members of the H.M.S. Vernon Branch at this meeting.

On Wednesday, May 18, 33 members went on an afternoon outing to the New Forest. Mrs. Robertshaw, our former chairman, had very kindly invited them to visit her at her house in Beaulieu, which they all enjoyed very much indeed, and after a lovely tea with Mrs. Robertshaw they went on to Christchurch and made a tour of the New Forest before returning to Southsea.

This month there will be a day outing on the 22nd, which will be a trip through the Thames Valley, and over 70 members have applied to go. Before that, however, there is the monthly meeting at Foresters' Hall on Monday the 13th, at which there will be a talk and demonstration by a Beauty Counsellor.

United Kingdom Atomic Energy Authority

CAREERS IN ATOMIC ENERGY

FOR

EX-ROYAL NAVY SKILLED CRAFTSMEN

"Our civilization is based on power The coming of nuclear power therefore marks the beginning of a new era We must keep ourselves in the forefront of the development of nuclear power so that we can play our proper part in harnessing this new form of energy for the benefit of mankind."—EXTRACTS FROM GOVERNMENT WHITE PAPER.

THE ATOMIC ENERGY RESEARCH ESTABLISHMENT REQUIRES MEN IN THE FOLLOWING TRADES:

TURNERS	MAINTENANCE	UNIVERSAL MILLERS	SHEET METAL WORKERS
PRECISION FITTERS	FITTERS & TURNERS	UNIVERSAL GRINDERS	INSTRUMENT MAKERS
M/C TOOL FITTERS	INSTRUMENT MECHANICS	TOOL MAKERS	ELECTRICIANS

EX-ROYAL NAVY PERSONNEL, particularly in trades of E.R.A. E.A. (Inst. & Radio) O.A. & RADIO ELECTRICIAN are very suitable for many of these vacancies.

PAY commencing at rate of 184/10d. for a 5-day week of 44 hours with opportunities of increases to 208/10d., dependent upon ability and class of work performed.

HOUSING ACCOMMODATION in 6-12 months for married men normally living outside A.E.R.E. transport area.

LODGING ALLOWANCE payable to married employees separated from families whilst waiting for housing accommodation.

PROMOTION OPPORTUNITIES to Technical Staff appointments.

LOANS (Repayable) for removal expenses.

APPLY TO SENIOR LABOUR MANAGER, A.E.R.E., HARWELL, DIDCOT, BERKS.

The Resettlement Officer, Royal Naval Barracks, Portsmouth, will advise on our vacancies and give further information to those in that area.

Foreword by

THE CAPTAIN, H.M.S. VERNON

"NO DIFFICULTY baffles great zeal" was one of the favourite maxims of Admiral of the Fleet Lord Fisher, who, as Cdr. Jackie Fisher, started the Vernon as Torpedo School of the Royal Navy in 1872.

In the years which followed the early problems of the new underwater weapons, the torpedo and the mine, were gradually mastered, and responsibility assumed for all naval electrical matters.

The zeal of the new branch was fostered by the challenge of a powerful enemy fleet and, during the Great War, by the massed torpedo attacks of our destroyer formations, pressed home with a gallantry unsurpassed.

By then the much younger Anti-Submarine Branch had made small and discreet beginnings, albeit with a zeal which ultimately triumphed over a menace as great as any which this country has encountered at sea.

The challenge of the U-boats was met with increasing skill and resolution and the Second World War saw the great convoy battles of the Atlantic and the exploits of the Hunter/Killer groups which swept the seas of the submarine menace.

But there was always a close connection between the Torpedomen and the Anti-Submariners. The early Anti-Submarine Depth Charge was soon replaced by mortars firing heavier and more accurately directed projectiles and these were sponsored by the Torpedo Branch as the underwater weapon experts. So also were the antidotes for the magnetic mine and the tremendous minesweeping effort which kept the sea routes clear for the passage of our warships and convoys.

The end of the war saw the marriage of these two partners to form the Torpedo Anti-Submarine Branch of today with its wide responsibilities covering almost all aspects of war under the seas—from aircraft-launched Torpedoes to Frogmen—from mines and minesweeping to the application of underwater television.

The challenge of today is no less than it was in Lord Fisher's time. Like the broomstick of the Sorcerer's Apprentice in Walt Disney's "Fantasia," the splinters of the battered U-boat are coming to life in a new guise in increasing numbers. The menace of the mine is as great as ever.

But what of this nuclear age in which weapons of mass destruction can cause havoc ashore on a scale hitherto undreamed of? Command and control of the high seas upon which, under the good Providence of God, the life of these Islands must inevitably depend, is still the task which lies before us and in which the Torpedo Anti-Submarine Branch has such wide responsibilities and so vital a part to play—certainly with no lack of difficulties to be tackled by the zealous!

The Torpedo Anti-Submarine Branch of the Royal Navy was formed a year after the end of the Second World War by a marriage between the Torpedo and Anti-Submarine Branches, the electrical responsibilities of the old Torpedo Branch being taken over by a newly formed Electrical Branch.

It is interesting to note that during the Second World War Britain and her Allies sank more than 900 enemy U-boats, and of the total number of enemy surface ships sunk by the British and Commonwealth Navies, more than two-thirds were sunk by the torpedo or the mine, so the partners to the marriage joined hands in a state of high morale, and with a record of solid achievement behind them.

The amalgamation of the two Branches was also logical, for both were keenly interested in and largely inspired the development of the small ships of the Royal Navy—the torpedo was developed to enable small ships, and eventually submarines, to strike large ones, and the Asdic set was developed to enable small and highly manoeuvrable ships to locate and hunt the U-boat, while the weapons to deliver the kill to the U-boat were developed by the Torpedo Branch.

Present-day Functions

The present day responsibilities of the Torpedo Anti-Submarine Branch may broadly be summarized as concerning devices for detecting submarines, anti-submarine weapons, torpedoes, mines, mine countermeasures and mine-sweeping, rendering mines safe, diving, the undersurface defence of harbours, the self defence of ships against torpedoes and mines, and finally the control arrangements and tactics to be used in all these activities. It looks a lot and it is.

Of course the Torpedo Anti-Submarine Branch is not responsible for the development of Submarine Warfare and Tactics, which is the responsibility of the Submarine Branch of the Royal Navy, but it is vital that the Torpedo Anti-Submarine Branch should keep up to date with the latest ideas in submarines, so as to be ready for any underwater enemy. In other words underwater warfare from both the surface ship and the submarine point of view must go hand-in-hand so that each Branch may learn from and encourage the other.

In fact, a considerable proportion of the Torpedo Anti-Submarine Branch serves in submarines, ratings normally being lent to the Submarine Service for five years, but returning to the Torpedo Anti-Submarine Branch for advancement training in their Specialist Qualifications.

It may be seen, therefore, that the personnel of the present-day Torpedo Anti-Submarine Branch are trained to serve on and below the surface of the sea, but their training comprises even wider interests than this, and they may work on the seabed itself as Clearance Divers—a self-contained Specialist Qualification within the Torpedo Anti-Submarine Branch—or in the air as aircrew members of Anti-Submarine Helicopters, for which duty volunteers are lent to the Fleet Air Arm for four years.

Manning the Branch

Now let us look in some detail at the human element, the greatest factor in any Branch, and examine the personnel structure.

The rating who decides he would like to qualify in Torpedo Anti-Submarine and is accepted into the Branch, will be sent to H.M.S. Vernon as an Ordinary or Able Seaman, with at least one sea-going commission behind him. He will be given an initial course of two weeks, and then, depending on a combination of his own choice and aptitude shown in these first two weeks, will be channelled into the Control or Weapon side of the Branch via a third-class Underwater Control or Underwater Weapons Course.

The Control Rating

The Underwater Control Rating mans and operates the Asdic set at sea as a watchkeeper, or operates the torpedo control gear in surface action. In wartime the Asdic set is operated continuously whilst at sea, and on the alertness and keen hearing of the Underwater Control rating will depend success or disaster—the detection and destruction of enemy submarines, or the loss of valuable naval and merchant shipping. Operating the Asdic set requires good hearing, and it is an art in which the ear still plays an important part, in spite of all the modern aids.

The Control Rating may serve in any ship or submarine fitted with Asdics, but usually they join the Anti-Submarine teams of Destroyers or Frigates. They may, however, as second-class rating volunteer for service in Anti-Submarine Helicopters.

The Weapons Rating

The Underwater Weapons Rating at sea carries out the more important duties on Anti-Submarine mortars, he helps prepare and fire the torpedoes, he operates on the mining deck of a minelayer, or he may be the key man of the sweep-deck party of a minesweeper. This latter duty also requires a high degree of seamanship skill, and the complexity of modern minesweeping equipment, and the fact that the mining of our coastal waters would certainly be one of the greatest threats to this country in any future war, requires that the key ratings on the sweep deck be seamen/specialists of the highest quality.

The Underwater Weapons Rating is also trained in demolitions ashore or afloat, and in war a select few would also be required for bomb and mine disposal duties. It is with pride that the Torpedo Anti-Submarine Branch recalls the exploits of these parties in the Second World War, and the fact that the first Naval honours of the war were bestowed in person by his late Majesty King George VI while visiting H.M.S. Vernon. The officers and men decorated were those who unravelled the secrets of the first German magnetic mine.

Control and Weapons Merge at the T.A.S. Instructors' Level

The sub-specialization into Control and Weapons continues in the T.A.S. Branch up to and including the First Class Rate, after which, if a rating is selected as a potential T.A.S. Instructor, he must pass a course which qualifies him as being fully proficient in all aspects of Control and Weapons.

Maintenance of Equipment

Although T.A.S. Ratings are trained to carry out simple maintenance of the equipment they use, the complex modern weapons and control equipment require expert attention from time to time. For this reason Ordnance Artificers now undergo part of their training in the T.A.S. Schools learning about the inside of T.A.S. Weapons and Control Systems.

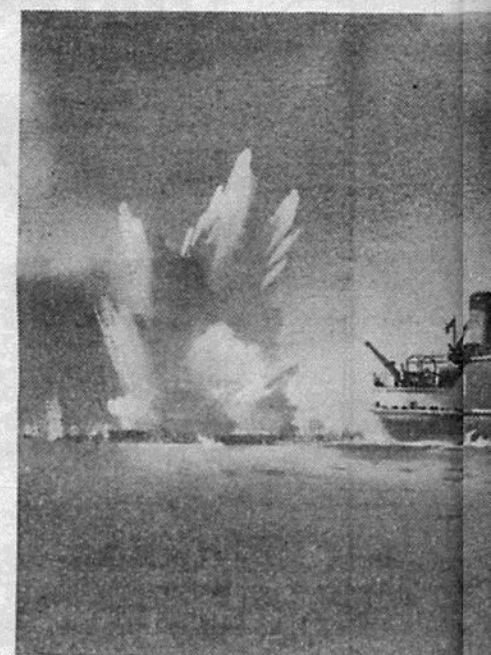
Diving

Clearance Diving is a full specialist qualification within the framework of

THE TORPEDO ANTI-



Coastal Forces Craft, armed with torpedoes



In war the nation starves if our coast

A JOY TO SEE...

A PLEASURE TO WEAR...

Such are uniforms and plain Clothes tailored for Royal Naval Officers by Bernards.

And just why is easy to see for Bernards use only the finest materials in tailoring their clothing while each garment is carefully cut and tailored in the truest tradition of British tailoring craftsmanship.

An appointment for an Officer's representative to visit you will gladly be arranged through a branch manager or Head Office or we shall be pleased to welcome you at our Officers' Shops.

C. H. BERNARD & SONS LTD

ROYAL NAVAL OFFICERS' TAILORS AND OUTFITTERS

OFFICER'S SHOPS AT:

40 Commercial Road, Portsmouth

Tel. 6596

30 Royal Parade, Plymouth

Tel. 66543

And at more than 30 Naval Ports and Air Stations.

HEAD OFFICE:

Ordnance Buildings,

Harwich. Essex

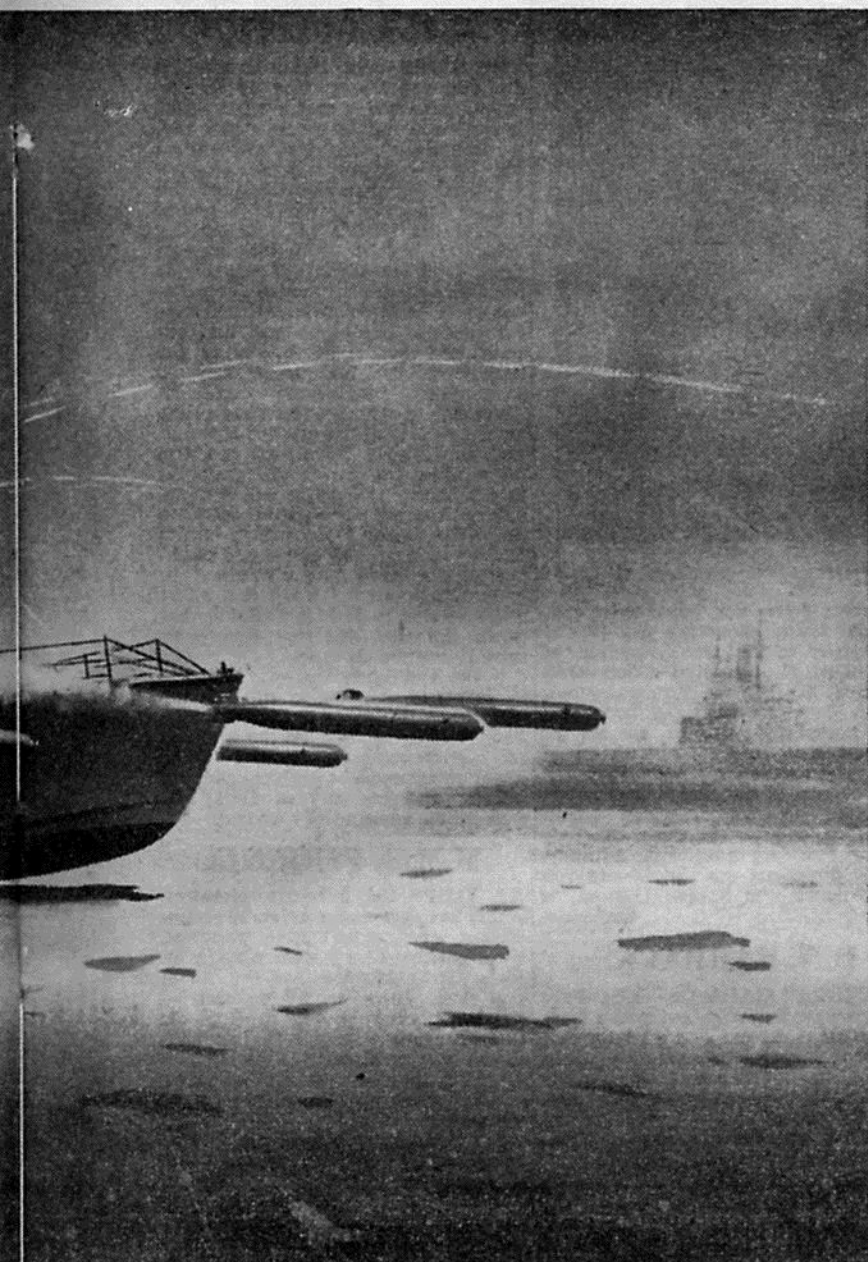
Tel. 880

Members of the I.N.T.A.

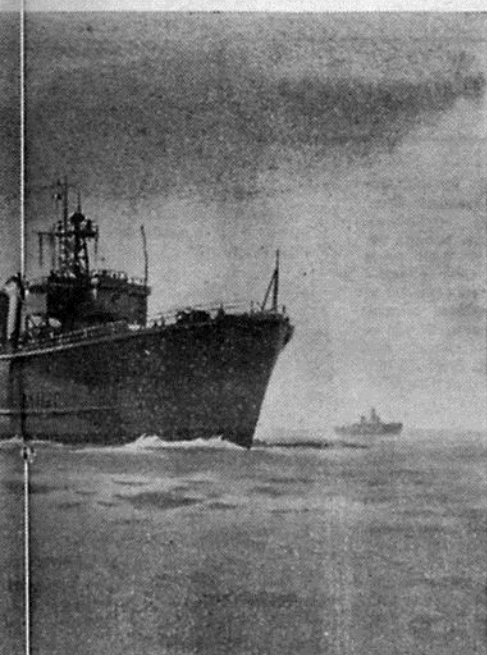


Good teamwork by ships and aircraft leads to the detection and destruction of enemy submarines

SUBMARINE BRANCH



...ack a heavy punch in relation to their size



...tal waters are not kept clear of mines

the T.A.S. Branch. The young rating who wishes to volunteer for Clearance Diver, Third Class, as opposed to a T.A.S. Control or Weapons rating, must already have qualified as a Shallow Water Diver, and must have been recommended by his Commanding Officer as being intelligent, reliable, and with a good sense of responsibility—attributes clearly called for when working on unusual and hazardous tasks, as not only might lack of these qualities endanger himself, but also the lives of others, for all the work of a Clearance Diver is carried out as part of a team.

The Standard Divers are also qualified in the T.A.S. Schools, but this is not in itself a full specialist qualification until the rate of Diver First Class is reached, and the qualification of Diver Third Class is open to volunteers from many branches.

Divers First Class are also required to qualify in Deep Diving, and this they do from the well-known Deep Diving Ship H.M.S. Reclaim, from

whose decks the world record of 535 feet for a dive in Standard Equipment was made.

Artificer Divers may also volunteer for a diving course which specializes in underwater repair work, and includes underwater welding and cutting.

Shallow Water Diving—that is self-contained diving down to 33 feet—is also a very important aspect of diving, but anyone of any Branch who is medically fit may volunteer for this, and training may be carried out ashore or afloat wherever the necessary gear is carried, and where a Diver First Class is borne.

The Officers of the Branch

At the top is the T.A.S. Officer, responsible to his Captain for all aspects of T.A.S. Warfare in his ship or squadron. During his Long Course, which lasts for over a year, he will have mastered the details of all weapons and control systems, and have a thorough knowledge of the associated tactics as well. Under him is the Commissioned Gunner (T.A.S.), whose sturdy ranks are formed from senior ratings of Instructor status who have fully qualified for Branch Rank, and

successfully completed the course for Commissioned Gunner (T.A.S.).

The Reserves

In conclusion, no remarks on the personnel structure would be complete without mention of our invaluable Reserves, who flow through the T.A.S. Schools in as great and sometimes greater numbers than personnel of the Regular Navy.

They comprise officers of the R.N.R. and R.N.V.R., ratings of the R.N.S.R. doing part-time National Service, Royal Fleet Reservists doing refresher training, R.N.V.R. ratings, and ratings of the R.N.R., both from ocean-going merchantmen and tough fishermen from the Fishing Fleets learning about minesweeping.

The T.A.S. Schools

H.M.S. Vernon, the principal T.A.S. School, was the headquarters of the old Torpedo Branch, but space does not permit of any digression into the interesting history of the Vernon afloat, or since moving ashore to the Gunwharf at Portsea. Today, Vernon's primary function is the training of officers and ratings in all T.A.S. subjects. The lengths of courses arranged for different requirements vary from half a day to over a year.

Another vital function is carried out by the Sea Trials Department, which acts as a link between the scientist and user at sea. There are also no less than fourteen small sea-going ships administered by the establishment, seven of them being minesweepers for the training of officers and ratings.

During the last war H.M.S. Vernon was badly damaged by bombing, but rebuilding is now in full swing. A new and well-appointed Chief Petty Officers' Block and an Instructional Block are the first major items on which work has started—the latter will enable instructional equipment which has to be housed on the top floor of the Junior Ratings Block to be moved, making the whole of the Junior Ratings Block available for extensive modernization, which is a number-one priority.

H.M.S. Osprey, the home of the Anti-Submarine Branch before the amalgamation, is beautifully situated overlooking Weymouth Bay. It is ideally placed for organizing sea training, which is now her primary function. This is carried out in Frigates of the 2nd Training Squadron against targets provided by the 2nd Submarine Squadron. All officers and control ratings receive their basic Asdic training in H.M.S. Vernon, and then go to Osprey for the finishing touches and vital sea training.

Sport is, of course, popular at both establishments, and although not so lucky as those schools with their own wide open spaces, both Vernon and Osprey are compensated by being close to the local United Services grounds. This year Vernon has produced one of the best Association Football teams in the Portsmouth Command, and succeeded in carrying off the Charity Cup, and is also reigning Water Polo champion, while Osprey reached the finals of the Hockey Knock-out Competition.

Both schools are also ideally situated for sailing, which is very well supported, as may be seen from the fact that Vernon holds all the team sailing trophies of the Portsmouth Command.

Turning to other fields of recreation, this year Vernon was also successful in winning the Command Drama Festival.



One of the many types of diving equipment used by the Royal Navy, this frogman's outfit is designed for streamlined underwater mobility



One of the first awards of the war was given to a member of the mine disposal team

THE FUTURE

What of the future? In August, 1954, the Admiralty issued a Fleet Order giving the Torpedo Anti-Submarine Branch the primary responsibility for all Naval Weapons designed to function or explode underwater. These include those weapons in which guidance techniques and atomic energy are employed, whether ship, shore, or air launched. In order to discharge their responsibility the Torpedo Anti-Submarine Branch is growing into one whose officers and ratings are good practical seamen with a leaning towards small ships. They also have mechanical aptitude, or enjoy the art of detecting submarines through the medium of modern electronic equipment, or are interested in the extremes of flying in helicopters or plumbing the depths of the oceans in diving suits. The future is full of interest, and one may be sure that new responsibilities will be welcomed and tackled with enthusiasm.

ARAKAN COASTAL FORCES REUNION

A REUNION of the Flotillas, who formed Arakan Coastal Forces during the War, was held in the R.N.V.R. Club, London, on May 21. There was a continual buzz of conversation as old shipmates contacted each other.

Some of them brought relics, which revived a number of memories. Several brought copies of "Little Ships' War," which was published shortly after the War and records some of the operations in which the Flotillas took part.

They were all made Honorary Members of the Burma Club for the day and quite a few of them went there after the Reunion. Some of them will be meeting again in the Eastern Fleet Section of the Burma Reunion, which is to take place in the Royal Albert Hall on June 3. It is known that the First Sea Lord and H.R.H. The Duke of Edinburgh, who is also a holder of the Burma Star, will be present.

To
married
men
who have
yet
to open a
banking
account

WHEN you become responsible for the well-being of others besides yourself it is time to consider the advantages of a banking account. The bank is quite the safest place in which to keep your money. The most convenient method of paying bills is by cheque. The use of an account is an encouragement to save. Then there are some valuable services which Lloyds Bank can put at your disposal; for example, the Bank will arrange to pay, on your behalf, regularly recurring expenses such as rent or insurance premiums. Finally, Lloyds Bank is always ready to assist customers with information and advice when financial problems occur.



* Have you read "Banking for Beginners"? Ask for a copy at any branch of Lloyds Bank.

LLOYDS BANK
LIMITED

H.M.S. OSPREY

TYPICAL PORTLAND winter weather forced the cancellation of a visit to Portland last November of H.R.H. The Duke of Edinburgh. On Monday, April 25, however, glorious sunshine greeted His Royal Highness when he landed on the Canteen Ground at Portland punctually to the minute after his longest helicopter flight to date from Buckingham Palace. He was met by the Lord-Lieutenant of the County and by Senior and Flag Officers and Civil Dignitaries. A Royal Guard provided by H.M.S. Osprey gave a Royal Salute and was then inspected by His Royal Highness, who then drove off to look round the Admiralty Gunnery Establishment near Portland Bill and the Underwater Detection Establishment. The Duke's visit ended with a luncheon in the Wardroom of H.M.S. Osprey. The Duke then drove to the Canteen Ground where he took off in his helicopter for Poole to inspect a Sea Cadet Training Centre.

At the time of writing, units of the Home Fleet are assembled in preparation for the Summer Cruise, and the presence of several Dutch warships adds to the interest in Portland Harbour. Further interest is provided, especially on Wednesdays and Saturdays, by sailing boats—dinghies, whalers and others—sailing merely for



H.R.H. The Duke of Edinburgh visits H.M.S. Osprey

pleasure, or taking part in the regular races organised by the recently formed Portland Naval Sailing Association, by Castle Cove Sailing Club and by other bodies. The handbook of the P.N.S.A. has been distributed and includes the very full racing programme for 1955 at Portland. Three races have been sailed so far, the Osprey boats being first in all three races.

The Cricket season has begun inauspiciously with the first two matches cancelled owing to the weather. Osprey drew with Whiteheads 2nd XI on Saturday 14, and the next match is against Beaminster on 21st. The nets are in constant use whenever the weather permits.

In Athletics a strong effort is being made to improve on our performance of last year and as a result, we hope to do better than in the past, in the Port Athletic Meeting on June 1. All the events have been divided into five sections and an officer has volunteered to encourage and organise training in each. It is hoped that some unsuspected talent will be unearthed and developed.

In the Port Shooting Championships on May 14, Osprey marksmen were placed third in the 200 yards Deliberate Class "X" (Lieut. Hall); first in Class "B" (E.R.A. Blackburn), and first in Class "C" (Supt. Taylor). In the 200 yards Rapid, Blackburn secured third place, as did Mr. Atkins in Revolver Class "A." Several officers and ratings are now competing in the Command Rifle and Revolver Shooting Competition at Portsmouth.

H.M.S. BARROSA

BARROSA RE-COMMISSIONED on December 1, 1954, with the remainder of the 4th Destroyer Squadron, for a General Service Commission, and we are now in the midst of our nine months' "foreign" in the Mediterranean, to be followed in September by nine months with the Home Fleet. We arrived in Malta just in time for the Christmas Festivities and many of the Ship's Company were introduced to the varied pleasures of the "matelot's Riviera" for the first time.

Our first task after Christmas was a month's work-up, which entailed much hard work, but left us time to carry out a varied sporting programme, and were very successful with our football and hockey fixtures, and in the Flotilla Command and Fleet Cross-Country events, in each of which Coder (Ed.) Hazeltine gained second place. We took part in a fiendish

Squadron relay obstacle race and other amphibious operations, during which by some misunderstanding our First-Lieutenant fell in Sliema Creek—twice. However in spite of this mishap we finished second.

After the work-up—during which the famous "squid" photograph shown on the front page of an earlier NAVY NEWS was taken—we were due for a refit at Gibraltar, so were left behind when the remainder of the squadron sailed on the Flotilla Command Cruise to the Eastern Mediterranean. For the last two months we have been enjoying the flesh-pots of Gibraltar, though some of them are, we fear, becoming rather empty by now.

We have had our full share of football and hockey in Gibraltar, and a few hardy souls have begun swimming. Other entertainments have been three week-end trips to Gangier by M.F.V., the production of Ian Hay and Stephen King-Hall's naval comedy "Off the Record" at the Dockyard Technical College, and a visit by thirty-nine officers and ratings, to Barrosa on March 5, the anniversary of the battle.

We are now preparing to leave Gibraltar and are looking forward to our summer cruise to Istanbul, Tripoli and Famagusta, where we hope to be initiated, or re-initiated, into the mysteries of the Levant.

H.M.S. EXCELLENT

MANY OF our friends often wonder why we have that Spring feeling on Whale Island in the middle of Winter and, they say, what do you Gunners chaps do when Spring comes? The answer is of course simple, and here it is.

We held the Excellent Rifle Meeting in anything but Spring weather, which proved too much for even the most ardent "gravel belly." There followed the Command Meeting, where, despite the wind and rain, last year's entries were exceeded by half. Although Whale Island did not feature largely in the prize list we were pleased to pull off the grand aggregate for the Portsmouth Gun.

We have put away our football gear and turned our thoughts to cricket. The season has started with anything but a swing because, although our ground is as good as ever, we have unfortunately had three home fixtures cancelled because of the weather. There are one or two newcomers to the team and as usual we are hoping for the dark horse. This year we are also fielding a W.R.N.S. team, and I would like to say how pleased we are and hope they will have every encouragement. More appropriate in this wet weather has been water polo, and here we have a promising team; the biting question is whether we can keep them together or will our training be to someone else's advantage?

At the time of going to press our athletic talent will be put to the test on Sports Day. Since the Command Cross-Country race our stars have dwindled somewhat due to various draft notes, but a very creditable showing was made by newcomer, Sub-Lieut. Jenkins, in the high jump against Oxford University. He is welcomed as an addition to our team.

Besides our Summer Sports, to keep us cheerful we have an increased tempo in Gunnery Training, the Queen's Birthday Parade and various other stock activities; in fact, that Spring Feeling has been replaced by Summer Madness.

As regards our "new look," an un-

as the Chaplain R.N. Barracks. We welcome him, and wish him a happy commission. To Rev. Scarff, we wish a happy retirement.

D.G.B.

H.M.S. DOLPHIN

THE WIND-swept peninsula to which Dolphin appears to cling by its eye-brows possesses a magic whose spell is expressed not so much by the old-world atmosphere of Fort Blockhouse but by the charm imposed by geographical isolation. Even the local bus service hesitates to pursue a course beyond the portals of a larger but unimilitary neighbour. It may be that this charm and old-world atmosphere are inherent in the *multum in parvo* nature of Dolphin itself, but whatever the cause it cannot be said that our position forces upon us any of the strange customs and amusements so common to a small island community. Television is with us, there are strong signs that cricket has erupted upon us, and the Dolphin Players are in active preparation for the Ghost Train. In fact plans are well advanced, with the aid of transport and refreshment, to make the Ghost Train season one to be long remembered. Wives and sweet-hearts who read this are urged to remind their stern, strong and silent males serving in H.M.S. Dolphin that tickets are free, and that June 6 to June 10 are the dates.

In due and timely season it is hoped to bring to the notice of Dolphin womenfolk details of the forthcoming Families Day in July. At the moment we are concentrating on the Ghost Train programme, to which end the interest and curiosity of Dolphin womenfolk are cordially invited.

H.M.S. PHOENIX

AT TIMES the interpart cricketers, which have got under weigh in no uncertain way, must have wondered what country they were playing in. Rain, sleet, hailstones and sun, all at one time. However, all matches so far have been played out. It is not true that one young A.B. has been signed up by Bertram Mills for his seal-like approach to the wicket, gliding his way to victory on his stomach!

For those of you who knew Phoenix two years ago, or later, the sports pro-

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During the past year over £133,600 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £25,300 to kindred organizations and Children's Homes; and £15,800 for training and finding employment.

RNBT maintains its own Children's Home in Edinburgh; a Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

THE ROYAL NAVAL BENEVOLENT TRUST

Head Office
High Street, Brompton, Chatham

Local Offices
Batchelor Street, Chatham
Stapford Place, Stoke, Devonport
106 Victoria Road North, Southsea

The Navy's fight against enemy mines—the full wartime story of H.M.S. VERNON



"Written with imaginative vigour, does justice to the tension, the long silent danger of their task."—*Sunday Times*

"Thrills surpassing those of any fiction thriller—breath-holding reading."—*Everybody's*

"Told with extreme lucidity and tremendous drama."—*Yorkshire Evening Post*

(2nd Impression)

16 illustrations 12/6

SERVICE MOST SILENT

JOHN FRAYN TURNER

HARRAP

THE SMARTEST CLOTHES

On the easiest terms—from

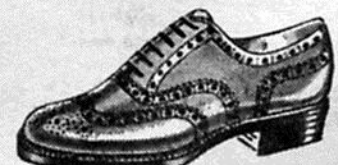
Craigs of London

QUOTE
MODEL 624

WOOL GABERDINE RAINCOAT (Model 624). A year-round Wool Gaberdine. Raincoat, completely shower-proof and warm enough for all weathers. Tailored with set-in sleeves—easy to slip over a suit—reversed collar that can be buttoned as far as the neck, 2 diagonal through pockets. In Grey, Fawn, Black or Navy (state 2nd choice of colour), chest 34 in. to 42 in. Cash Price £9/10/6 (plus 2/6 insured carriage) or 6 months' allotments of 33/9.

D.B. LOUNGE SUIT (Cat. Model No. 180). Lounge Suit of highest quality blended wool suitings. In Pinheads, Diagonals, Plains, Pinstripes. This immaculately cut craftsmen-tailored two-piece lounge suit is unbelievable value at this price. The fully lined jacket is cut on modern lines with smart jetted pockets, set-in sleeves and a two-buttoned front. The self-supporting trousers are tailored with side and cash pockets. Choose from Navy, Mid-Blue, Grey, Brown or Fawn. State second choice of colour, chest, waist and inside leg measurements. Cash Price £10/10/6 (plus 2/6 insured carriage) or 6 months' allotments of 37/3.

Also available in S.B. Style. Cash Price £9/19/6 or 6 months' allotment of 35/4. Quote Cat. Model 1016

QUOTE CAT.
MODEL 180

BROGUE SHOE A very smart Brogue Shoe recommended for all occasions. Sturdy leather soles. In Black or Brown, sizes 6 to 11 in 1/2 sizes. Broad or normal fittings. Cash Price £2/9 (plus 1/6 insured carriage) or 6 months' allotments of 9/6. Also available in Oxford Style in super box chrome, sizes 6 to 11 in 1/2 sizes. Broad or normal toe fittings and stitched soles. Black or Brown. Cash Price 47/6 (plus 1/6 insured carriage) or 6 months' allotments of 8/7.

SEND FOR—Free 112 page illustrated and coloured Catalogue and details of allotment purchase facilities to—

CRAIGS of LONDON (Dept. 142), CRAIG HOUSE, WARDOUR STREET, LONDON, W.1

gramme would come as a pleasant surprise.

Two nets, and one cricket ground for interpart. Two double grass courts in action, with a miniature golf course put in for good measure.

A London run, starting with Lime Grove Television studios, followed by a tour of a well-known brewery, then the Royal Tournament to see Pompey win, completes the evening.

A sad touch to close the month with M.(E.) Slatcher of the Ship's Company died on Friday, 20th. Our condolences go to his parents.

A brighter note to close this edition, though. On Sunday, May 22, the son of A.B. Barker was baptised in St. Christopher's Chapel on board the ship. It was the first child to be so christened in the new chapel.

Our best wishes and the hopes that the boy will turn out to be as good a sportsman as his father.

The Bird.

H.M.S. DRYAD

IN THE Command Rifle Meeting, Dryad competitors were led by the Rifle Secretary, Lieut.-Cdr. R. B. Michell. The week at Tipnor started with the Junior team winning the Queen Charlotte Trophy, and Wren Hodge, our only W.R.N.S. member, becoming the unofficial Pin-up Girl of the Range. This was followed by further successes in both individual and team events.

P.O. Ellis was outstanding with a first in Class "A" (Willis Trophy) and first in Class "A" (Rifle Championship). Lieut.-Cdr. D. K. L. Learmunt first in Class "A" (Ryder Cup). E./M. Whalley first in Class "A" (300

yd. Rapid). L./Cook Appleyard first in Class "B" (200 yd. Standing), and A.B. Groom fifth in Class "C" (Rifle Championship). The team events included third in the Willis Trophy and sixth in the Ryder Cup.

All are to be congratulated on a fine performance. We wish P.O. Ellis all success in the selective shoot to represent the Navy at Bisley.

Water Polo

This is one of the few sports that is not affected by the weather. Dryad has two wins out of three matches, and though early in the season it is hoped that the team can be held together long enough to maintain their early success.

Training for Sports Day, June 9, is now in full swing. Preceded in the morning by the Queen's Birthday Parade and followed by the Ship's Company Dance, it will be a full, and it is hoped, enjoyable day for all.

H.M.S. REDPOLE

"IT DON'T blow like it used to!" is a somewhat tarnished naval cry! It is almost as tarnished as our upper deck brightwork is now after what seems to be endless months of sea-going in foul weather (even including some Sundays at sea!) Our daily lot seems to have been a continuous struggle against the elements; but so what? What Ho and shiver-me-timbers! As from May 1, the Portsmouth Squadron changed its classification from Home Port Service to Home Sea Service. So if you see us rolling about off the South Coast one day, don't blink and reach for the bottle! We are a ship now and not a small piece of the Barracks!

We never do things by halves in this ship. The coldest day of the year not only saw us at sea, but also being grilled by our "D's" inspection (one might say "H & C and all mod. cons.") Excitement reached its peak when the Gunner's Yeoman, upon being ordered to fire a Coston gun from the foremast, fired gun, line, rod, bucket, and a small piece of finger into the sea. Greater love hath no man than this!

For the future, we have a cruise to Denmark, and one to Worthing, followed by another to Dartmouth, and there will be cruises with the R.N.V.R. These cruises, together with Summer Leave, will make happy breaks from Day Running in the Solent. Note—the management regrets that accommodation for the Denmark cruise is fully booked. Standing room only, on top, is available.

H.M.S. HEDINGHAM CASTLE

EXACTLY ONE year ago the first edition of NAVY NEWS was published. On this first anniversary comes the final article from Hedingham Castle, as this month we commence reducing to Reserve.

The ship derived her name from the famous Castle Hedingham, in Essex. The castle was built in the reign of King Stephen, between 1130 and 1152, by Aubrey de Vere, whose father came to England with William the

go to Victoria Barracks as an instructor.

From the ship's grapevine I gather that the first lieutenant, Lieut.-Cdr. Carlisle, will be leaving us, on loan to the Australian Navy, so we all wish him the best of luck.

Our final get-together in the commission will be our Paying-off Dance on June 17 at the Rock Garden Pavilion, Southsea. This promises to be a grand affair, and we hope also to renew old acquaintances with shipmates of this last commission, if it is possible for them to come along.

J. R. Morrice.

H.M.Y. BRITANNIA

IT'S PLEASANT to be able to greet NAVY NEWS readers once again after a busy and momentous ten-week cruise during which time the Royal yacht logged approximately 15,000 miles and spent forty-five days at sea out of the total of seventy-two. The first leg of our cruise, which was to Trinidad, was uneventful except for a spell of rough weather which undid much of the Ship's Company's and dockyard's efforts to make us look smart.

To pacify the Editor I must be brief about our West Indies cruise, but I must mention the high respect and affection with which the B.W.I. colonies regard the Royal family. This was seen in the warmth of the

welcome that Princess Margaret received everywhere. Such remarks as (and I quote these from B.W.I. newspapers) "She's lovely," "She's sweeter than Saccharine," show the admiration she inspired.

Royal yachtsmen came in for their full share of good times which included dances, tours and some wonderful swimming. Our sports teams

THERE'S NO BETTER JOB



£445
A YEAR
FOR YOU

PLUS £20 LONDON ALLOWANCE from the day you start training

A job in London's Police is a man's job, with good prospects of promotion and many opportunities for specialisation and sport. The higher ranks are open to serving officers, for example Chief Superintendents receive £1,350 a year. Rent-free Accommodation or generous Rent Allowance for single or married men, plus a pension of half pay after 25 or two-thirds pay after 30 years' service.

If you are 5 ft. 8 ins. or over, between 19 and 30 years old (in special cases up to 31st birthday) and in good health, send today for fully illustrated booklet and application form for an interview. Your return fare to London will be refunded.

METROPOLITAN POLICE

Post this coupon today!

To: Dept. 1623 Scotland Yard, S.W.1.
Please send me illustrated booklet which takes me behind the scenes and tells me what happens when I join the Metropolitan Police Force.

Name _____

Address _____

Age _____



Conqueror. Aubrey de Vere was the first Earl of Oxford. Of the vast pile of buildings, only the great Keep remains, plus the foundations of other buildings. The Keep is fifty feet wide, one hundred feet high, and eight feet thick.

Aubrey de Vere III built the Church at Castle Hedingham in 1180. He was succeeded by his brother Robert, one of the twenty-five barons who forced King John to sign Magna Carta in 1215. The famous siege of the castle took place soon after this.

For over 600 years Castle Hedingham remained the property of the de Vere family, which in that time produced seventeen Earls of Oxford. The property is now owned by the Majendie family, dating from Lewis Majendie, 1783.

Hedingham Castle: Frigate

A Castle Class Frigate of 1,367 tons, engaged in anti-submarine training at Portland. Built by J. Crown & Son, Sunderland, launched in October, 1944, the ship was first commissioned in May, 1945.

"Out in the morning, in at night" does not sound too formidable, but since June, 1951, the ship has steamed 42,697 miles, which is a few times past Portland Bill, whichever way you look at it. . . . It would be interesting to know how many ratings from Osprey have done their anti-submarine training on board Hedingham Castle—unfortunately no records of this are kept.

The ship's final visit is to Le Havre for five days, early in June. Fifteen of the ship's company have been selected to represent the Royal Navy at the Bayeux Ceremony on June 5, for the unveiling of a new War Memorial.

Personal News of Ship's Company

Few of us can actually say where we are headed for next, when the ship pays-off, but rumours are flying, and fingers are being crossed. We expect the majority of the ship's company will commission our successor, H.M.S. Dundas, at present nearing completion at Cowes, I.O.W. An advance party of seamen, headed by L./Sea. Lawrence, has already been detailed.

C.E.R.A. Dear and C.M.(E.) Boa are fervently hoping they will be dry land sailors for the rest of their time. I hear the coxwain, C.P.O. Bodle, always remembered as our star of "Seagulls over Sorrento," is hoping to

AIR TRAINERS LIMITED

MANUFACTURERS OF FLIGHT SIMULATORS AND INSTRUMENT FLYING TRAINERS



ELECTRONICS
IN AVIATION

A CAREER in electronics is offered to young men and women prepared to work hard and undertake further training. Vacancies exist in the Development Division for Technical Assistants with knowledge of electronics and/or aero-dynamics. H.N.C. or equivalent industrial experience. Successful applicants considered for promotion to Designers within one or two years of appointment.

The illustration shows the A.T.30 High-Speed Jet Trainer designed and manufactured by Air Trainers.

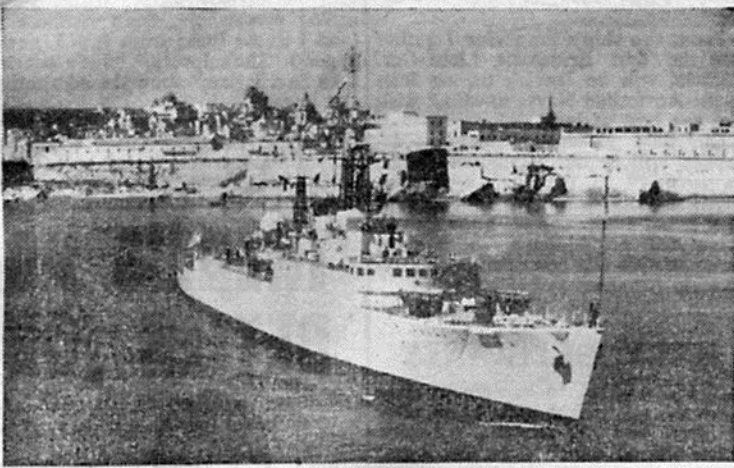
WRITE FULLY STATING AGE, EXPERIENCE AND WHEN AVAILABLE FOR INTERVIEW TO THE PERSONNEL OFFICER.

AIR TRAINERS LIMITED

MANUFACTURERS OF
FLIGHT
SIMULATORS
AYLESBURY



AND
INSTRUMENT
FLYING TRAINERS
BUCKS



H.M.S. Wrangler leaving Malta for U.K. to recommission for further service

enjoyed lots of activity, and the soccer team gained a notable victory against the Sporting Club of Trinidad (last year's champions). The cricket team also did well and beat the strong "Wanderers" eleven in Barbados. The cricket team also had the pleasure of playing on the Test Ground in Jamaica and brought home with them valued trophies in the form of two Test Caps.

In Jamaica the Britannia staged a most successful concert. The Army loaned us the Garrison theatre and contributed their band and every assistance. The flavour was largely nautical but that didn't stop the mixed audience from enjoying it. Princess Margaret was unable to be present but attended the repeat performance on our forecabin en route to Hassan, and it was obvious to everyone that she enjoyed herself.

Princess Margaret said good-bye to us at Hassan and we sailed for Bermuda for fuelling. Although the cruise had meant lots of hard work I'm sure that many of us were a little sorry when it came to an end, and we shan't easily forget all the kindness and hospitality the British West Indians showed to us.

We spent only a few hours in Bermuda but most of us managed a quick "run ashore." For the benefit of those who remember Bermuda when it was a busy naval base I'd like to mention that the Dockyard and "Malabar" look strangely deserted these days and rather reminiscent of a "boom town" that was. Instead of "Jolly Jack's" familiar figure thronging the streets of Hamilton you see American tourists by the hundred, complete with Palm Beach suits, Hawaiian shirts and, of course, with dollars to burn.

Our return journey to Gibraltar was made in very good weather and it was also the fastest sustained passage Britannia had yet made, the 3,000-odd miles being covered at an average

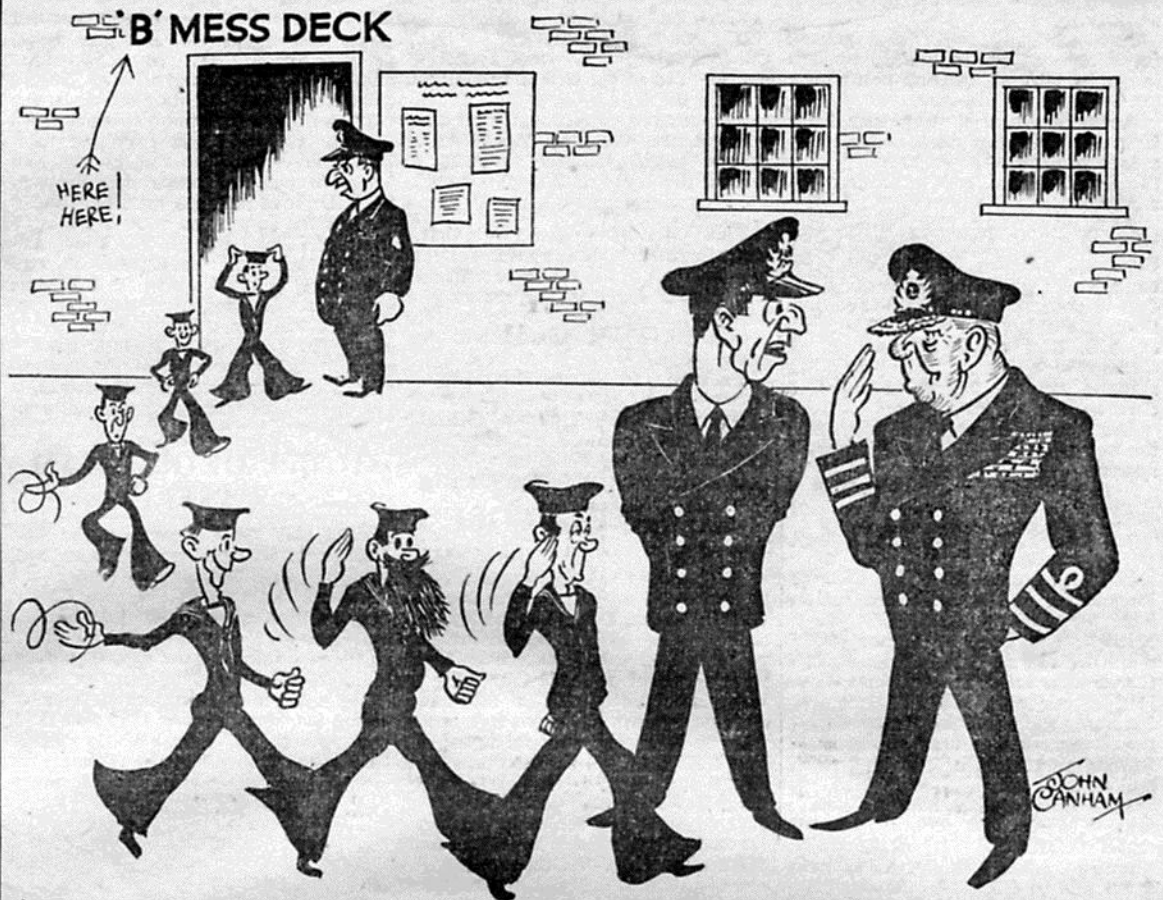
speed of over nineteen knots. Our stay in Gibraltar was brief and we were soon on our way to Villefranche, where we embarked the Duke of Edinburgh, who was accompanied by the First Lord of the Admiralty. It was just outside Villefranche that we joined up with units of the Med. and Home Fleets and from then onwards until our arrival at Malta we were engaged in intensive exercises which were to continue during our passage from Malta to Gibraltar and again en route from Gibraltar to U.K. Britannia took the role of Commodore of the convoy for much of the time and also exercised its normal wartime role as a hospital ship by embarking casualties. All in all it was a very busy but instructive period during which we received a useful "refresher." The Duke of Edinburgh showed the keenest interest throughout the exercises and was frequently to be seen watching the various departments at work.

Our week's stay in Malta came as a welcome change and the emphasis was on sport. Our soccer team maintained their unbeaten record (alas, they were later "toppled off their perch" in Gibraltar by Centaur), also contributing two players, L.S.A. Hawes and A.B. Topliss, to the Home Fleet team.

Gibraltar gave us another welcome break from exercises and the emphasis was on "rabbits," with just a few forebodings about the "customs." On the Sunday forenoon before our departure, the Duke of Edinburgh inspected divisions and afterwards presented Chief Mech. Gardiner, P.O. Tel. Dudley and L./Tel. Bridges with their L.S. and G.C. medals, an honour which these three will long remember.

After Gibraltar came yet more exercises with NATO units and, finally, a return to the dockyard, where we are already busy preparing for our next tour of duty

R. L. Dudley.



"MIDGET SUB VOLUNTEERS SIR — ON A DIET OF CONDENSED MILK AND SHORTBREAD"

Sportsman of the month

ONE OF the most modest and unassuming of men is Telegraphist William Hone, present Navy Light-Heavyweight champion. Aged 23, Hone joined the Navy in 1947 but did not box seriously until 1949, although he had taken part in the Army Cadet Championships while at school but without much success. His debut into Navy boxing came when he won the Home Fleet Heavy-Weight championship in 1949 while serving in H.M.S. Sirius as a boy telegraphist. Since then he has had a total of fifty-five fights in such places as Sasebo, Rejika (Yugoslavia), Malta and Aldershot, winning all but seven with a good proportion of knockouts. He has been champion at his weight in every Fleet in which he has served and fought a drawn bout with the Yugoslav champion L. Horst. Representing the Navy in this year's I.S.B.A. championships he was narrowly defeated

as he maintains you meet the "same old faces" in naval boxing. The 1955/56 season will be his last as he hopes to join the Police Force on leaving the service. He hopes to be

able to retain his title next year. With his extra experience he should be a harder man to beat. We wish him luck both next year and after in the Police Force.



The white shirt that goes everywhere . . . with everything

Wherever you are, whatever you wear it with, a white shirt is always right. Especially if it's MENTOR's superlative tailor-made WHITE STAR. For this wonderful white shirt has all the refinements of a much more expensive shirt:

ALL-EGYPTIAN COTTON POPLIN • MODERN COAT STYLE • TAILOR-MADE FIT
SANFORIZED • STOUTLY SEWN • EASILY WASHED AND IRONED

Plus 3 brand-new features

IN 2 SLEEVE LENGTHS • SWEDISH CUFFS • NEW CAMBRIDGE COLLAR

Mentor

WHITE STAR SHIRT 25/-

GREENBURGH BROS. LTD.

123/126 Queen St., Portsmouth

and Branches

THE NAVAL TAILORS



LIFE ASSURANCE

highly competitive rates

FOR
ALL ROYAL NAVAL PERSONNEL
FLEET AIR ARM AIRCREWS
SUBMARINERS & NAVAL DIVERS
FROM THE

SENTINEL

INSURANCE COMPANY LTD

USE THIS COUPON NOW

I would like you to forward the plan(s)
as indicated

Name _____ Rank _____

Address _____

Branch of Service _____ Date of Birth _____

I am prepared to allot £ _____ monthly

- ☐ Family Protection and Pension Plan
- ☐ Investment Plan
- ☐ School Fees Provision
- ☐ Assurance for Children
- ☐ House Purchase
- ☐ Endowment

THE GENERAL MANAGER, THE SENTINEL INSURANCE COMPANY LTD.
Brownlow House, 50-51 High Holborn, London, W.C.1. Tel: Chancery 5787



by Pte. Sangoe in the preliminary bouts.

Although boxing is his main interest, Hone maintains a sense of proportion and never lets boxing become so serious as to make life serious. He takes an active part in other sports mainly in order to keep him fit mentally and physically for his main love. He is married and is given every encouragement by his wife and when on leave is not allowed to let up on his training.

As a telegraphist he has had a considerable amount of watchkeeping but has not been deterred by naval routine and arranges his training schedules accordingly. In this he sets a good example to other naval boxers who might be tempted to give up when naval routine interfered with their training.

Hone intends to join a civilian club in order to gain more experi-

Classified Advertisements

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement. Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

TO LET FURNISHED, double bed-sitting-room, use of kitchen; everything for use except linen.—111 Avenue Road, Gosport.

TWO or THREE well-furnished rooms to let, use of kitchen, etc.—Emsworth 2810.

TWO WELL-FURNISHED ROOMS, use kitchen, bathroom, half-hour Portsmouth; close bus stop. Tel. Waterloo 3035, or call evenings, 5 Craigwell Road, Purbeck.

HOLIDAY ACCOMMODATION

BED AND BREAKFAST.—Jeffery, 52 Locarno Road, Copnor, Portsmouth. Homely accommodation, moderate terms.

COMFORTABLE ACCOMMODATION, bed and breakfast; or room only; hot and cold all bedrooms, at select guest house.—4 Kenilworth Road, Southsea. Phone 33519.

HOLIDAY ACCOMMODATION, double room and sitting-room; bed and breakfast, 45s. each, 48 Britannia Road North, Southsea.

SOUTHSEA.—Bed and breakfast from 8s. 6d., according to month. Children half-rate. Week-end bookings accepted. (Last weeks July and first weeks August fully booked). Five minutes from sea. Comfortable, well recommended. Nice lounge with TV, etc.—"Sea Breeze," 44 Festing Grove, Southsea. Tel. 34552.

TWO FURNISHED ROOMS, vacant for one month, 30s. per week; own meters; no children.—Call after 5 p.m., 24 Trevor Road, Southsea.

TWO FURNISHED ROOMS, vacant for one month, 30s. per week, own meters; no children.—Call after 5 p.m., 24 Trevor Road, Southsea.

SOUTHSEA.—Bed and breakfast from 8s. 6d., according to month. Children half-rate. Week-end bookings accepted. (Last weeks July and first weeks August fully booked). Five minutes from sea. Comfortable, well recommended. Nice lounge with TV, etc.—"Sea Breeze," 44 Festing Grove, Southsea. Tel. 34552.

HOUSES FOR SALE

FAMILY BUNGALOW, modernised; large lounge, dining-room, 4 bedrooms, bathroom, kitchen, garage, large workshop, 2 entrances; good garden; going abroad; any reasonable offer. Large mortgage obtainable.—Apply 211 Gudge Heath Lane, Fareham.

£1,750, SEMI-DETACHED HOUSE, 3 bedrooms, 2 reception, half-tiled kitchen, half-tiled bathroom with modern green suite, conservatory, large garage, pleasant open aspect, near buses; vacant possession, view any time.—Lieut. Bagnall, 18 Fincanton Road, Elson, Gosport. Phone: Gosport 89079.

WICKHAM, 10 miles Portsmouth, on high ground, near bus stop. Imposing detached residence; 4 bedrooms, bathroom, 2 reception, kitchen, Rayburn cooker, Ascot, conservatory, three-quarter-acre garden and well-stocked orchard; garage, main electricity, gas, water; £3,500.—Sumner Lodge, The Avenue, Camberley.

FOR SALE, owner-occupied house, central position, 3 bedrooms, 2 reception, kitchen, scullery, fitted bath, deep sink; inside sanitation; good order throughout; vacant possession; £950; view by appointment.—Write to 127 Agincourt Road, Portsmouth.

BEDHAMPTON, detached bungalow; 4 good rooms, bathroom, good garden; pleasant quiet position off main road; £2,000.—Write Box ABC 13.

HURBOOK (off Stakes Road), 3 bedroomed semi-detached house, brick garage; 1949 survey value £2,750; offers invited.—Waterloo 3079.

STURBINGTON, FAREHAM, semi-detached bungalow, built 1953; large lounge, 2 bedrooms, kitchen with dual hot water; airing cupboard, dresser, bathroom, w.c., conservatory, large shed, lawns front and rear, garage space; well decorated; rates £12; price £1,750.—Write Box NN 1.

BUILDER LEAVING CITY has for sale well-maintained modern residence, Baffins Pond area; double casement bays, square hall, 3 bedrooms, bathroom, 2 reception, kitchenette, expensive conservatory, extra large garage; many extras indoors, fluorescent lighting plugs every room, beautifully decorated; £2,300.—Lindley, 8 Wallisdean Avenue, Copnor.

COMPACT HOUSE, 2 bedrooms, 2 reception, nice kitchen, wash-basin in one bedroom, electric points all rooms; garden; £520 includes lino all rooms; modern gas cooker, and small gas fire.—3 Putfield Place, Portsmouth.

VACANT, 75 West Street, Havant, semi-detached house; double bays, 3 bedrooms, bathroom, box-room, two reception, breakfast-room; all-night fire; kitchen; open views; close bus stop and shops; main services; easily convertible two flats; price £1,600.—Apply 17 Langston Road, Havant. Phone: Havant 451.

£250, WHALE ISLAND, near 3 bedrooms, 2 reception, kitchen, bath, geyser, redecorated; £150 down or close, balance as rent.—Key 42 Simpson Road.

PORTCHESTER, semi-detached bungalow for sale; 2 bedrooms, lounge/dining-room, kitchen, bathroom, garage space, garden front and rear; ideal for boating or fishing enthusiasts; £1,500.—54 Lonsdale Avenue, Portchester.

BUNGALOW, 2 bedrooms, 2 reception, kitchen, bathroom, good garden; all in good decorative order; £1,870 or near offer.—44 Merton Avenue, Portchester.

OVER THE HILL. Printed list of properties for sale post free.—C. Lovegrove, F.A.I. (Resident Agent), 2 Silvester Road, Copwold, Waterloo 3072.

FOR SALE, detached attractive house, 4 bedrooms, 3 reception, bathroom, etc.; downstairs cloakroom, good kitchen, larder, etc.; productive garden; garage.—Emsworth 2810.

FIRST TIME OFFERED, post-war modern detached house, sound construction, nicely appointed, 3 bedrooms, large bathroom (vitrolite, shower, etc.), hall, 2 reception rooms, kitchen, 2 w.c.s., upstairs and down; fuel and stoves; garage, terrace garden.—Write 4 Spur Road, Waterloo 3072.

CARAVANS

CARAVAN to let, long or short periods, six-berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply Mrs. A. K. Whittaker, 58 First Avenue, Farlington, Cosham.

TO LET at Hayling Island, 3-4 berth caravans for long or short periods.—Full particulars 58 Station Road, Drayton, Portsmouth.

SITUATIONS VACANT

HILL END HOSPITAL, Hill End, St. Albans, Herts. Assistant cook (male) required at the above hospital 20 miles from central London. Wages, £6 18s. per 48-hour week, plus extra payment for Sunday and holiday duty, and to the holder of a recognised cookery diploma. Deduction of 38s. per week for board-residence. Excellent facilities within the hospital for sport and recreation.—Applications to the Group Catering Officer, as above.

WEST OF ENGLAND Printing Company requires services of P.O. and wife as caretakers for recently acquired Wick Court, a large country house, near Bristol. Duties will include cleaning, catering for lunch for small daily management party, and care of gardens and greenhouse. Accommodation, with bathroom, on the premises, especially suited to couple desiring pleasant country house surroundings. No children.—Apply in writing to Partridge & Love Ltd., Wick, near Bristol.

ST. ALBANS CITY HOSPITAL, Normandy Road, St. Albans, Herts. Experienced female cook required at the above hospital 20 miles from central London. Wages, £5 15s. per 48-hour week, plus extra payment for Sunday and holiday duty, and to the holder of a recognised cookery diploma. Deduction of 38s. per week for board-residence.—Applications to Group Catering Officer, as above.

RESERVE MECHANICS required by the Royal National Life-Boat Institution. Must be free to travel to any station in the United Kingdom for periods up to three months maintaining boats' diesel and petrol engines, and be capable of small repairs and adjustments. Must be physically fit and not subject to sea-sickness. Wage, £7 10s., rising to £8 after three months' satisfactory service. During absence from home a tax-free subsistence allowance payable. Non-contributory pension scheme.—Apply to the Secretary, 42 Grosvenor Gardens, London, S.W.1.

PLANT MAINTENANCE FITTERS required by large Civil and Constructional Engineering Company. Must be tradesmen with particular experience of diesel and petrol engines. Knowledge of contractors' plant an advantage. Must be prepared to travel.—Apply giving full details to Personnel Dept., Simon-Carves Ltd., Cheadle Heath, Stockport, Cheshire.

PRECISION AND GENERAL FITTERS, Instrument Makers, Sheet Metal Workers, Radio/Radar Mechanics, Airframe and Aero Engine Fitters, Fitter Armourers, Sheet Metal Workers are required to serve as R. & E. Mechanics and R. & E. Mechanics (Special).

Rate of pay 147s. 10d. or 147s. 10d. plus 26s. 5d. day week of 44 hours on entry, with prospects of advancement to higher rates of pay. Applicants must have served a full apprenticeship or have the equivalent Service qualifications. Hostel accommodation available.

There are also vacancies for unskilled and semi-skilled men in the workshops and laboratories, and resident hostel posts for women as cooks, service hands and housemaids.

Further information concerning opportunities at the Royal Aircraft Establishment, Farnborough, may be obtained from the Port Resettlement Information Officer, Royal Naval Barracks, Portsmouth. Applications should be made to the director, Royal Aircraft Establishment, Farnborough, Hants.

ARE YOU GOING ABROAD? If so, why not purchase your car now, free of purchase tax and use it for the intervening period. Details on application.

HIRE-PURCHASE TERMS: One-quarter deposit. Balance over two years.

"USED CARS YOU CAN TRUST" 1950 Austin A70 saloon, black with brown leather interior; heater, all tyres good; very smart appearance £395

1954 Hillman estate car, golden sand with brown interior; one owner and only 16,000 miles; all good tyres and condition immaculate £695

1954 Austin A30 2-door saloon, heater; colour green; 11,000 by one very careful naval officer; faultless taxed for year £475

1949 (late) Austin Sheerline, cream and black, engine recently overhauled; practically new condition £595

1938 Morris 8 2-door saloon, colour black and blue; exceptional condition; November, 1952, Riley 2½-litre saloon, colour black and brown; 22,000 miles only; one careful owner; almost new condition £745

1954 Standard 8 de luxe saloon, colour blue, 11,000 miles only; excellent condition £485

ACCOMMODATION

TWO WELL-FURNISHED ROOMS to let, use of kitchen and bathroom, light and gas; £2 per week.—75 Shaftesbury Road, Gosport.

FURNISHED FLAT to let, sitting-room, double bedroom, own kitchen, bath, lavatory, meters.—31 Heyshott Road, Southsea.

MODERN HOUSE, Gosport; 3 bedrooms; tastefully furnished; garden, fruit trees; suitable hired married quarters; from July.—Particulars from L. L. Vail, 79 High Street, Gosport.

TWO FURNISHED ROOMS, one front, one back; use bathroom and kitchen; terms moderate; no children.—10 Oliver Road, Southsea.

COMFORTABLY FURNISHED bed-sitting-room with separate kitchen; convenient position; buses to Dockyard and all parts.—96 Copythorn Road, Portsmouth.

SELF-CONTAINED furnished flat; lounge/dining-room, double bedroom, kitchen/breakfast-room.—100 Oriol Road, North End.

TWO FURNISHED ROOMS, use of kitchen and bathroom, rent 30s., plus 5s. gas and electric light; no linen supplied; regret unsuitable children.—Call any evening after 6 p.m., 173 Prince Albert Road, Milton.

FURNISHED ROOMS to let; bed and breakfast, homely and comfortable, no restrictions.—120 St. James' Road, Southsea.

TO LET, bed-sitting-room; use of dining-room and bathroom; suit gentleman.—26 Ringwood Road, Eastney.

FURNISHED double bed-sitting-room; own kitchen; use bath, 35s. per week, inclusive electric light; suit couple.—71 Binsted Road (off Kingston Road), Portsmouth.

TWO FURNISHED ROOMS, use of kitchen and bathroom, 45s. per week, inclusive gas and electricity; no children.—81 Warren Avenue, Milton.

LADY OFFERS half nice furnished house to couple, one child, 35s. per week.—299 Havant Road, Farlington.

TO LET, semi-self-contained 2 nice furnished rooms; own kitchen, gas cooker and meter and coal shed; use of bathroom; regret no children. 14 Highgrove Road, Copnor.

Royal Naval Association

HAVANT BRANCH

QUITE A few in the coach, which took members of Havant Branch to the opening of the Gosport Branch Headquarters on May 14, had also attended the Laying of the Foundation Stone of same on May 15 last year. They were not only full of admiration for the way the parade, opening ceremony, entertainments and catering were organized, but also for the way Gosport Branch had undertaken and achieved the building of their own Headquarters.

The Annual Dinner seems to be considered a very important event in Havant Branch. Although this is not held until November each year, the matter of fixing exact date and place for same was decided at their meeting on May 3: November 5 was decided on as the date for 1955. At the time of going to press they are also working out plans for a party of local Branches of the Royal Naval Association to be held in Havant on June 25.

WORTHING BRANCH

THE DEDICATION of the new Standard of the Worthing Branch will be held on Broadwater Green, Worthing, at 1445 on Sunday, June 5.

The Salute will be taken by Admiral Sir Charles Little, G.C.B., G.B.E., and the Consecration will be performed by the Rev. Canon D. H. Booth, Chaplain-General Sea Cadet Corps, assisted by the Rev. D. F. Wilkinson, M.C., M.A., Rural Dean of Worthing, and the Rev. P. Marrow, Vicar of Broadwater.

PORTSMOUTH BRANCH

CAPTAIN R. F. COLVILLE, D.S.C., R.N. (Retd.), has consented to become President of the Branch in succession to Rear-Admiral Horan. Lieut. Noble has consented to become a Vice-President of the branch and club.

Members of the Portsmouth Branch, with their Standard, attended the opening ceremony of the new headquarters of the Gosport Branch. The opening ceremony was attended by Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., D.L., who is President of the Royal Naval Association. This was indeed a

honour as Sir John usually confines his activities to National functions only.

The Gosport members must be proud of their achievement in building their own headquarters, and all visitors from branches in Hampshire and Sussex are grateful to the chairman, committee and members for a very pleasant evening.

The branch has been enjoying social evenings and games with members of the sports club of the R.M.S. Alcantara at her home port of Southampton. So enjoyable has been this liaison with men of the Merchant Navy that a cup has been purchased for competition between the ship and the Portsmouth Branch of the R.N.A. The first encounter was at Southampton on Monday, May 23.

New Standard at Worthing

The Branch have agreed to attend, with Standard, the dedication of the new Standard of the Worthing Branch on Sunday, June 5, and the Lewis Branch on Sunday, June 19. It is to be hoped that as many members as possible will attend these interesting events.

The Branch deeply regrets the passing of its oldest member, Shipmate James Thomas Samuel Light, aged 88. Mr. Light served in the Royal Navy from 1884 to 1906, and from 1914 to 1919. He was a very loyal Branch member, and attended all parades until advancing years made this impossible. The Branch Standard was lowered over his grave at Kingston cemetery on Thursday, May 19, as a last tribute to this grand old Shipmate. May he be granted safe anchorage.

penser, Radiologist, Surgery Attendant, or Male Nurse in our civilian Hospitals or the great industrial Laboratories.

He who seeks a reason for the sustained prosperity of the Sick Berth Staff, may perhaps find it in the words of D. L. Sayers which appear in their Manual of Instruction:—

"Let each do well what each knows best,

Nothing refuse and nothing shirk, Since none is master of the rest— But all are servants of the work."

S.E.B.

SICK BERTH STAFF

"TALL OAKS from little acorns grow," is a saying which may aptly be applied to the Royal Naval Sick Berth Staff.

From early days until comparatively recent times, the sick and wounded seaman was looked after by one of his fellows—told off for the occasion—a handy man, no doubt, but often without either experience of, or aptitude for, the job.

As time went on, however, nursing was taken over by men who, being excused from seaman's duties, were thus able to devote the whole of their attention to the occupants of the Sick Bay.

So successful was this arrangement afloat, that gradually the widows of sailors or marines, labourers and pensioners who attended the sick in our shore Hospitals, were replaced by these specially selected men and in 1884 the Sick Berth Staff officially took over, both ashore and afloat, a body of men trained exclusively in the care of the sick and hurt of Her Majesty's Navy.

Integral part of Royal Navy

The past seventy years have seen many changes but, in fair weather or foul, the Sick Berth Staff has remained an integral part of the Royal Navy—ready, willing and entirely capable of dealing with whatever came along.

The standard of training is high and in accordance with modern practice, more and more does it lean towards specialisation—Radiography, Physiotherapy, Bacteriology—to name a few, and, for the general nurse, there is State Registration.

Each month the Sick Berth Club meets; its primary objects to foster esprit de corps amongst its members and discuss the many problems which arise, both in sickness and in health. Some of them have been so meeting for over forty years.

The Club took a leading part in the discussions with the "Jerram Commission"—an event which brought greatly improved conditions of Service and pay to the Lower Deck.

At one time it was a ready means of putting ex Staff in touch with prospective employers, now, however, the unemployed man is hard to find, his services are much in demand as Sanitary Inspector, Physiotherapist, Dis-

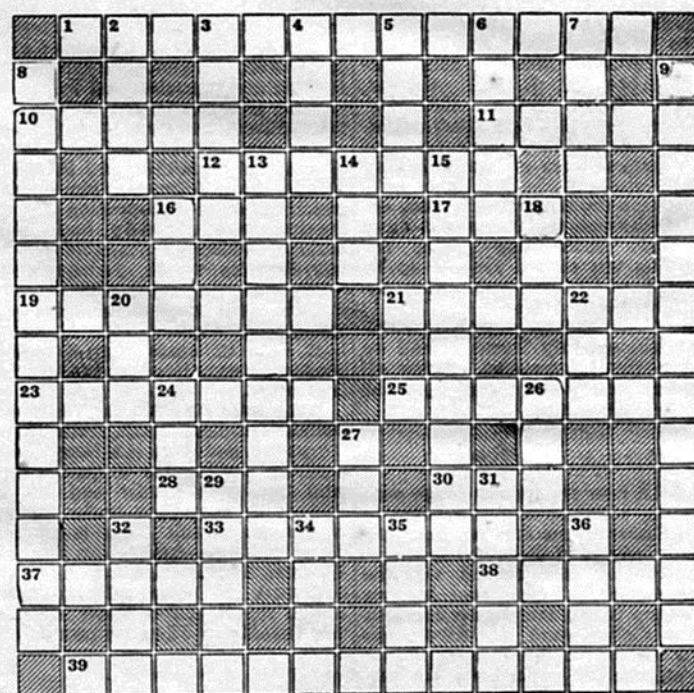
(Continued in previous column)

Navy News Crossword—No. 11

A prize of one guinea will be given for the first correct solution to be opened on June 21

The winner of last month's Crossword Competition was:

E.R.A. K. T. Fergusson, 52 2nd Avenue, Gillingham, Kent, to whom a cheque for one guinea has been sent.



CLUES ACROSS

- 8 down, 39 across. King was victor here (4).
- 11, 2, 4, 9).
- Above a letter for secrecy (5).
- See 7 down.
- Rising load carriers? (7).
- Tree (3).
- Edge (3).
- 19, 23. Brass-hats, obviously (5, 2, 3, 4).
- Leg-guard taken by a cricketer? (7).
- See 19.
- An illustrious victory (7).
- Drop that ball, Inman! (3).
- Fellow always backward when dallying (3).
- 16 rude when confused (7).
- Images (5).
- "Leg guard taken by a cricketer" is this, which is this (2, 3).
- See 1.

CLUES DOWN

- Last word by some songsters (4).
- Popish Christian name? (5).
- Not so steady at the ball (4).
- Can be mine or yours (4).

MISCELLANEOUS

BABY SITTER; daily nannie free evenings, week-ends; nine years' experience.—Miles, 7 Colenso Road, Fareham.

PERMANENT LIFE-BOAT CREW required by the Royal National Life-Boat Institution for its station at Spurn Point on the River Humber, Yorkshire. Wage, £6 17s. 6d., including special station allowance, cottage rent-free, non-contributory pension scheme. These posts are most suited to men who have taken their Naval pension and who are married with no children. Applicants must be physically fit and not subject to sea-sickness.—Apply to the Secretary, 42 Grosvenor Gardens, London, S.W.1.

PLANT MAINTENANCE FITTERS required by large Civil and Constructional Engineering Company. Must be tradesmen with particular experience of diesel and petrol engines. Knowledge of contractors' plant an advantage. Must be prepared to travel.—Apply giving full details to Personnel Dept., Simon-Carves Ltd., Cheadle Heath, Stockport, Cheshire.

PRECISION AND GENERAL FITTERS, Instrument Makers, Sheet Metal Workers, Radio/Radar Mechanics, Airframe and Aero Engine Fitters, Fitter Armourers, Sheet Metal Workers are required to serve as R. & E. Mechanics and R. & E. Mechanics (Special).

Rate of pay 147s. 10d. or 147s. 10d. plus 26s. 5d. day week of 44 hours on entry, with prospects of advancement to higher rates of pay. Applicants must have served a full apprenticeship or have the equivalent Service qualifications. Hostel accommodation available.

There are also vacancies for unskilled and semi-skilled men in the workshops and laboratories, and resident hostel posts for women as cooks, service hands and housemaids.

Further information concerning opportunities at the Royal Aircraft Establishment, Farnborough, may be obtained from the Port Resettlement Information Officer, Royal Naval Barracks, Portsmouth. Applications should be made to the director, Royal Aircraft Establishment, Farnborough, Hants.

RESERVE MECHANICS required by the Royal National Life-Boat Institution. Must be free to travel to any station in the United Kingdom for periods up to three months maintaining boats' diesel and petrol engines, and be capable of small repairs and adjustments. Must be physically fit and not subject to sea-sickness. Wage, £7 10s., rising to £8 after three months' satisfactory service. During absence from home a tax-free subsistence allowance payable. Non-contributory pension scheme.—Apply to the Secretary, 42 Grosvenor Gardens, London, S.W.1.

ST. ALBANS CITY HOSPITAL, Normandy Road, St. Albans, Herts. Experienced female cook required at the above hospital 20 miles from central London. Wages, £5 15s. per 48-hour week, plus extra payment for Sunday and holiday duty, and to the holder of a recognised cookery diploma. Deduction of 38s. per week for board-residence.—Applications to Group Catering Officer, as above.

WEST OF ENGLAND Printing Company requires services of P.O. and wife as caretakers for recently acquired Wick Court, a large country house, near Bristol. Duties will include cleaning, catering for lunch for small daily management party, and care of gardens and greenhouse. Accommodation, with bathroom, on the premises, especially suited to couple desiring pleasant country house surroundings. No children.—Apply in writing to Partridge & Love Ltd., Wick, near Bristol.

SPORTS PAGE

SWIMMING

THE COMMAND Swimming and Water Polo teams have started the season with a series of successful meetings, as shown below:

April 26 in R.N. Bath, Portsmouth v. Southampton A.S.C.

Portsmouth Command, 58 points; Southampton A.S.C., 55 points.
Water Polo.—Command 4, Southampton 4.

May 10 at Southampton v. Southampton County Borough S.C.

Portsmouth Command, 59½ points; Southampton Borough, 52½ points.

Water Polo.—Command 11, Southampton 2.

May 18 in R.N. Bath, Portsmouth v. London Hospitals S.C.

Portsmouth Command, 59 points; London Hospitals, 42 points.

Water Polo.—Command, 12, London Hospitals 1.

The general standard of Swimming and Water Polo is extremely high for this stage in the season, due to the early start made this year in training and the enthusiastic response in attendance of swimmers and water polo players.

There are about twenty to thirty regulars in the Men's section but at present only some six or eight to support us on the Women's side.

The two Command Water Polo Leagues have been commenced, with twenty-five matches having been played to date out of the one hundred and twelve which must be completed before Summer Leave.

It would be a help if Sports Officers made sure their teams fully understand the rules of Water Polo. Unnecessary stoppages hold up the game and spoil the play.

This new enthusiasm is due to the effort of two first-class coaches at the R.N. Baths in C.P.O. Birley and P.O. Ogden, while Lieut.-Cdr. Pearce, H.M.S. Vernon, and Instr.-Cdr. Britton, H.M.S. St. Vincent, are outstanding water polo coaches.

There is a lack of officers swimming; hardly a sub-lieutenant or midshipman is ever seen at the Baths. A voluntary swimming period from 1630 to 1730 on Monday, Tuesday and Friday is allocated for all those who are keen to receive expert coaching.

A recent swimming course held at the School of Physical Training should help to spread this enthusiasm, as ratings from all Commands attended. Indeed, Portsmouth and Chatham now combine to play a number of water polo matches in London against the best clubs, in an effort to raise the standard of Navy Swimming. Such enthusiasm deserves reward.

The following have qualified for A.S.A. Standard Medals: Mid. Barrow, R.N.V.R., L./Sea. Gibson, L.S.B.A. Smith, S.B.A. Holloway, Ord. Sea. Scott, Cpl. Starr, R.M. Between them, they collected one gold, thirteen silver and seven bronze medals.

Over one thousand men a week are passing through the Baths and those who have successfully passed the swimming test should keep it up by attending on Thursday evenings between 1630 and 1730.

The Command Championships will take place on July 5 and 6, and we hope in the dog watches, so that all intending competitors can have no difficulty over leave.

R.N.A.C. (South)

WE ARE now well under weigh with the track activities and can begin to see the possibilities for the more important fixtures in the naval sphere.

The season commenced with the nominal East v. West trial meeting but owing to the late Easter leave of H.M.S. Collingwood this fixture has rather lost its original meaning and it has become an opportunity for any members who are available to get together with Portsmouth A.C. members.

The next match was scheduled to be against Portsmouth A.C., Gosport Borough A.C. and Eastleigh A.C. with the Hampshire County Six Miles Championship as the big event of the afternoon. Mr. Bob Pape was defending his title as Hants six miles champion but was unable to beat off two good Eastleigh men Pain and Dobson—so he was able to leave the trophy in other hands during his projected commission in Hong Kong. As Hampshire was trying to pick a team for an inter-County match against Sussex various visiting athletes were also invited to compete in special trial races and no one bothered about the inter-club score. One outstanding race of the afternoon was the 440 yards, in

which M. Wheeler of Bournemouth A.C. did 49.9 seconds on a track which was at that time very soft as the new surface had not had time to settle down.

Saturday, May 7, saw the R.N.A.C. team at Alexandra Park to take part in the annual Twilfit Trophy contest organized by Portsmouth A.C. Even by this time the Collingwood apprentices were not back from leave and with the Cup Final as an added attraction it was difficult to raise a team truly representative of the club's strength. Most events were, however, covered, but the final position was sixth out of seven clubs, though the margin covering the last five clubs was not great.

The next fixture was against the Milocarian A.C., Dorking St. Pauls, King Alfred's College, and Portsmouth A.C. at Pitt Street under very bad weather conditions, and with several stars competing for Hampshire the club did well to finish a close third in the match.

Club Members to the Fore

Club members who competed for Hampshire against Sussex and the Royal Air Force at the opening of the new Sports Arena at Withdean, Brighton, did very well—not necessarily in winning events but in their performances. P.O. Wieland put the weight 42 feet 6 inches, and with practice efforts close on 45 feet he appears to be the natural Naval champion to succeed Sgt. Savidge, now Master-at-Arms on a liner on the Australia route. If Wieland produces a 45-foot putt in the Whitsun meeting at the White City he will catch the eye of the coaching experts and probably start bigger improvements. Lieut. Nairn, who has returned to Portsmouth, has been steadily improving his long jumping and produced exactly 21 feet, which is very good for this time of the season. One of the most promising performances was that of Apprentice Arrow, the Hampshire Junior Hurdles champion of last year and a naval team representative of last summer, who clocked 16.3 seconds when finishing second in the 120 yards hurdles. Last year he was inclined to float over the hurdles but he is now getting back to the track more quickly and his speed in the run-in earned him one place. Apprentice Keld, who came out as a natural javelin thrower last season, did not do quite so well as hoped at Brighton but is throwing over 150 feet and will probably be over the 160 mark in a week or two.

On the track, P.O. Buck started the season in good form but had a breakdown in training which may put him back just when it looked as though he would be challenging Brian Young for County honours. Apprentice Docherty, who won the Hants County junior 440, 880 and Mile last year, is running good quarters and halves and will be an asset to the club. C.P.O. Sam Johnson has been training all the winter with the Hammer and has two chums in P.O. Kirkby and P.O.M.(E) Young, both following him closely, which is most encouraging for the Service, who already have International Valentine available for the inter-Services match. Johnson has fallen back somewhat with his other throwing but may come again with the discus, where C.P.O. Harvey is back with us again after a spell in Malta and soon hopes to pass the 120-foot mark.

Some events are so far badly supported. Hurdlers, apart from Arrow, are scarce, and there is a Navy Championship waiting for a quarter-miler who can also hurdle and do the journey in something under 60 secs. In the pole vault there is an even worse gap since Apprentices Ruel and Wiseman left Collingwood. Any likely customers for any athletic events should report at Pitt Street Track on any Tuesday or Thursday round about 1700.

FENCING

Foil.—Army 11 wins, Royal Navy 11 wins, R.A.F. 5 wins.

Royal Navy: C./Sgt. Martin, 5 wins; C./Sgt. Thomas, 4 wins; Sgt. Maker, 2 wins.

Epee.—Army 11 wins, Royal Navy 10 wins, R.A.F. 6 wins.

Royal Navy: Lieut.-Cdr. Sproul-Boulton, 4 wins; Lieut. Creagh-Osborne, 4 wins; Lieut. Spafford, 2 wins.

Sabre.—Royal Navy 13 wins, Army 10 wins, R.A.F. 4 wins.

Royal Navy: C./Sgt. Mackenzie, 5 wins; Sgt. Thomas, 4 wins; Major Neaves, 4 wins.

Bayonet.—Royal Navy 14 wins, Army 10 wins, R.A.F. 3 wins.

Royal Navy: Sgt. Lake, 5 wins;

Sgt. Davis, 5 wins; Cpl. Savage, 4 wins.

Aggregate result for Inter-Service Challenge Cup: Royal Navy 48, Army 42, R.A.F. 18.

Plymouth Command v. Portsmouth Command result:

Foil ...	6	Foil ...	3
Epee ...	2	Epee ...	7
Sabre ...	5	Sabre ...	4
	13		14

CYCLING

SPACE DOES not permit more than a brief reference to the competitive side of cycling, but during the season, mid-March to late September, over 2,000 races of different kinds are held throughout the length and breadth of the country, ranging from track sprints, to stage races of many days duration, embracing both professionals and amateurs. Did you know that the twenty-four-hour amateur unpaced road record is nearly 470 miles, and that twenty-five miles can be covered in a few seconds over fifty-six minutes? Such is the standard of our road sport today.

There is a very good description of British competitive cycling in "Sports and Recreation in the Royal Navy" Handbook, of which your Sports Office will have a copy. Ask them to lend it to you.

"Well," you may ask, "this is no good to me, being in the Navy. I can't cycle in a ship." True in a way, but now it is becoming increasingly easier to carry your bicycle with you on board, because of the existence of the Royal Navy Cycling Association, the R.N.C.A., which looks after the well-being of all its members in the Service.

Its Rules and Regulations are simply listed in the Handbook, and its objects are to encourage all branches of cycling in the Service, to arrange R.N. Championships, and to select teams for the inter-Service and other representative competitions.

Now that civilian clothes may be worn for short leave, cyclists can easily ride ashore with the minimum of formality, and hence the racing man can train much more steadily than before.

Hints on touring can be given and all forms of cycling activity can be catered for. It is interesting to note that the first-ever sea-going cycling club in the world has been formed in H.M.S. Albion, something the Army or R.A.F. cannot boast about!

All this costs the sum of 2/- per annum per head, so why not think about it? It does not matter if you are already a member of a civilian club, but you must be a member of the R.N.C.A. (or one of its Command Clubs) before you can be selected for the R.N. teams, although your civilian event times will all count towards selection.

If you are in Portsmouth, either write to me direct, Lieut. G. C. Burnan, R.N., R.N. College, Greenwich, London, S.E.10, or contact the Secretary, Portsmouth Command R.N.C.C., Nelson Tavern, Unicorn Road, who will be delighted to help you.

Dates for Your Diary

- July 6. Inter-Service Fifty-Mile Time Trial, R.A.F. Kidlington.
- 7. R.N.C.A. Track championships (heats), Alexandra Park, Portsmouth.
- 8. R.N.C.A. Track championships (finals), Alexandra Park, Portsmouth.
- 9. R.N.C.A. Massed Start Championship, Lee-on-Solent.
- 16. Inter-Service Track Championships, Butts, Coventry.
- September 11. Inter-Service Massed Start Championships, Blandford, G.C.B.

In Memoriam

P. W. A. Rhodes, A.B., P/JX 883065, H.M.S. Newcastle. Died May 4, 1955.

L. F. KEELING, Ldg. Cook, P/SSX 854683, R.N. Barracks. Died May 7, 1955.

R. G. MAJOR, E.M.I., P/SMX 847661, H.M.S. Dolphin. Died May 7, 1955.

M. FORBES, Acting Ldg. Tel., P/JX 778061, R.N.A.S. Eglington. Died May 9, 1955.

A. SLATCHER, M.(E)1, P/KX 84970, H.M.S. Phoenix. Died May 20, 1955.

E. DAVIDSON, M.(E)1, P/K 941586, H.M.S. Raleigh. Died May 20, 1955.

W. C. READ, A.B., P/SSX 835619, H.M.S. Duchess. Died May 21, 1955.

RIFLE MEETING

THE AIM of the meeting is to encourage Rifle and Revolver shooting in the Portsmouth Command. The meeting also serves to provide information on which to select the team to represent the Command at the Royal Navy and National Meetings at Bisley.

Entries

A total of 422 individual entries were received from 20 ships and establishments of the Portsmouth Command and of the Home Fleet at present in Portsmouth. The total included 77 "Juniors" (officers and men under the age of 22), 11 W.R.N.S. and 11 Pensioners. In the team events, entries average about 20 teams, the most popular events being the Culme-Seymour Cup (Rifle Team Snap shooting), the Goldsmiths and Silver-Smiths Cup (Rifle Team Tiles) and the Renown Cup (Beat the Butts), for which 42, 41 and 40 teams respectively entered.

The entries are about forty per cent. higher than last year but about the same as in 1953, 1954 was the first year in which units of the Home Air Command held their own Rifle Meeting, and did not join in with the Portsmouth Command.

Conditions for the Meeting

On the whole, the weather has been poor, militating against high and consistent scores. Nevertheless, some very reasonable scores have been returned despite the conditions. It was disappointing that the weather on Tuesday, when the long-range practices at 500 and 600 yards were carried out, was particularly bad.

Events for "Fire with Movement" (usually known as the "Run Down") and "Beat the Butts" have been revived this year, and have proved very popular.

On conclusion of the meeting, the leading rifle and revolver shots will fire a further practice with a view to selecting the Portsmouth Command Team for Bisley this year.

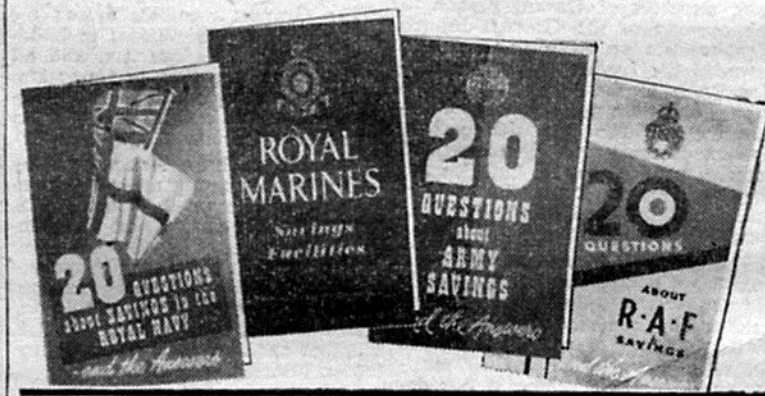
Individual Rifle Championship

Class "X."—1, C.O.E. Robson—Diligence; 2, C.P.O. Taylor—Phoenix; 3, Sn. Cd. Gnr. Lee—Excellent.
Class "A."—1, P.O. Ellis—Dryad; 2, Inst. Lieut. Davies—Vernon; 3, P.O. Allum—Excellent.
Class "B."—1, O.A. Daly—Excellent; 2, E.R.A. Blackburn—Osprey; 3, L./Sea. (A) Lee—Collingwood.
Class "C."—1, Mid. Fawcett—Vernon; 2, Ord. Sea. Connell—Hornet; 3, Ord. Sea. Box—Ports. Squad.

ROYAL TOURNAMENT

Programme of Events

- Band of the Royal Army Service Corps.
- 1. Royal Naval Field Gun Competition by Crews of the Royal Navy from Portsmouth, Chatham, Devonport and Lee-on-Solent.
- 2. Cliff Assault by Royal Marines.
- 3. Musical Ride by the Household Cavalry.
- 4. Musical Drive by The King's Troop, Royal Horse Artillery.
- 5. Pygeant of Infantry.
- 6. Gymnastic Display by Army Physical Training Corps.
- 7. Technical Display by the Royal Air Force.
- 8. Maze Marching and Physical Training Display by the Royal Air Force.
- 9. Massed Bands of the Royal Air Force.
- 10. Display by the Combined Women's Services.
- 11. Pipes and Drums of the Pakistan Police and of the Arab Legion.
- 12. Jumping Competitions or Sword, Lance and Revolver Competition will take place at all performances, both afternoon and evening.



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start—if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,
H.M. Forces Savings Committee,
1 Princes Gate, London, S.W.7.

Issued by H.M. Forces Savings Committee